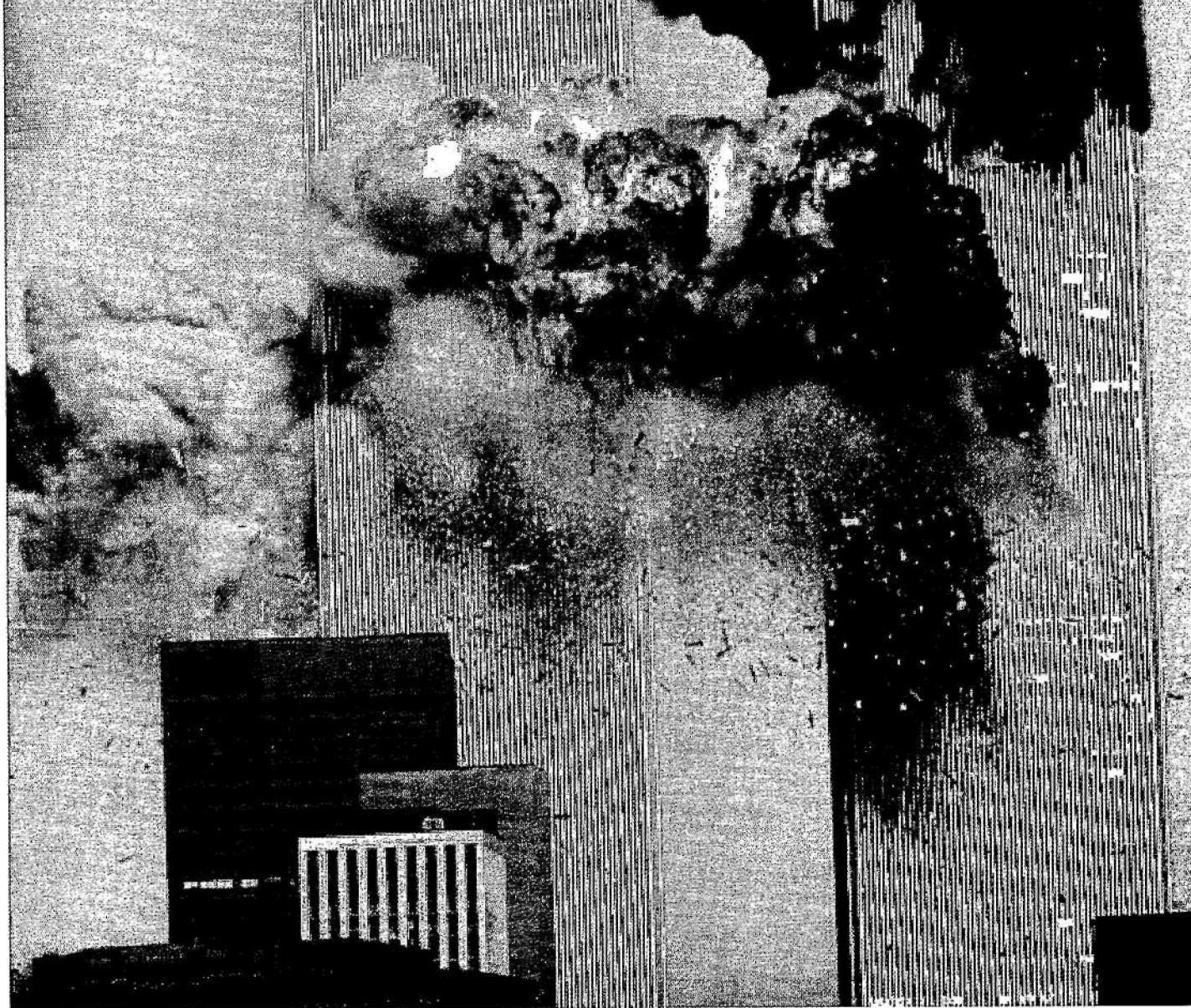




2001

Criminal Acts Against Civil Aviation



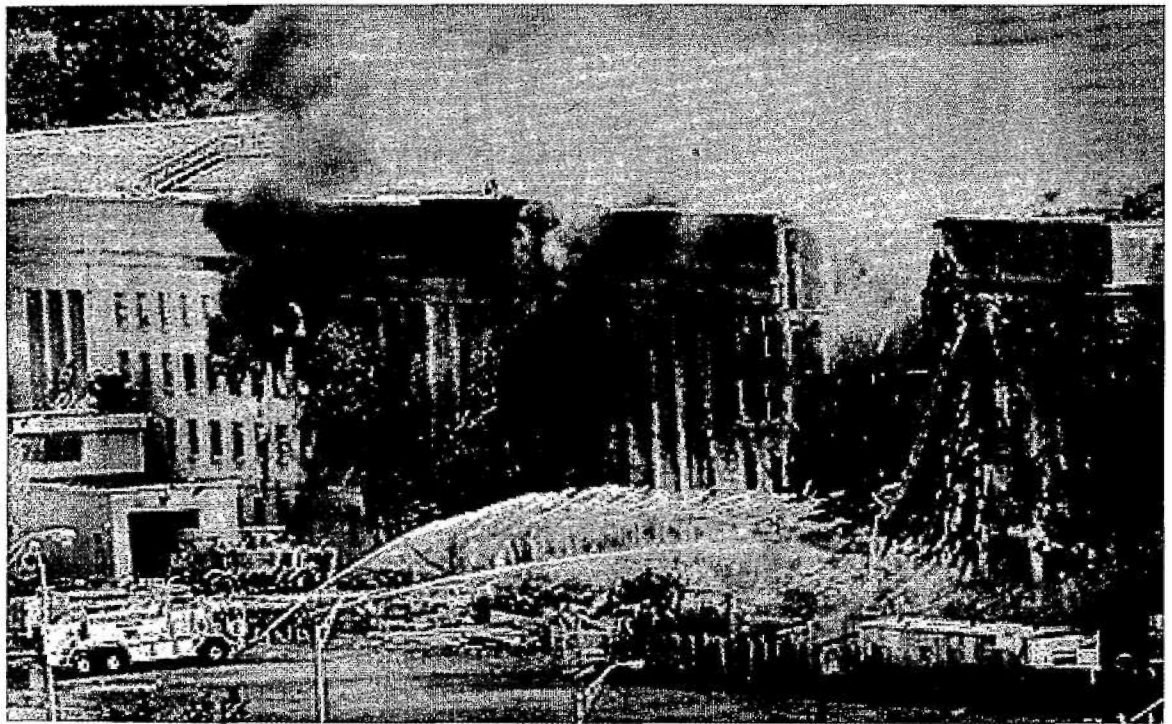


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Photo Credits

Cover: Impact of Second Plane at World Trade Center; Spencer Platt/Getty Images.

Inside Front Cover: Pentagon, Following the Attack; © 2001, *The Washington Post*. Photo by Rich Lipski. Reprinted with permission.

Inside Back Cover: "End of Serenity©" Crash of United Airlines Flight 93, Seconds After Impact; Photograph by Val McClatchey.

Back Cover: © 2001 The Record (Bergen County, N.J.), Thomas E. Franklin, Staff Photographer.

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GREETINGS

I would like to take this opportunity to present *Criminal Acts Against Civil Aviation* for 2001.

As you are well aware, the events of September 11, 2001 proved to be a watershed for aviation security in the United States. The unthinkable had happened. A group of terrorists had turned four passenger aircraft into weapons of mass destruction resulting in the most catastrophic act of terrorism in modern history. What followed was a sea change in the conduct of aviation security in the United States, and a new agency, the Transportation Security Administration (TSA), was created to oversee these changes.

The TSA has the challenging mission of protecting the nation's transportation systems to ensure freedom of movement for people and commerce. We are committed to meeting that challenge by providing the highest level of transportation security for the United States.

J. M. Loy
Acting Under Secretary of Transportation for Security

FOREWORD

Since 1986 *Criminal Acts Against Civil Aviation* has been published by the Federal Aviation Administration, Office of Civil Aviation Security. This year's report is published by the Transportation Security Administration (TSA), a new federal agency created as a result of the events of September 11, 2001. On November 19, 2001, President Bush signed into law the Aviation and Transportation Security Act, which created the TSA within the Department of Transportation. In June 2002, the President proposed the creation of a Department of Homeland Security, of which TSA would be an integral part.

Criminal Acts Against Civil Aviation reports on incidents that have taken place against civil aviation aircraft and interests worldwide. Incidents that are recorded are summarized in regional geographic overviews. In addition, one or more Feature Articles focus on individual incidents or on other aviation-related issues. Incidents are also sorted into one of seven categories and compared over a five-year period, and charts and graphs are provided to assist the reader in interpreting the data contained in this report. The cutoff date for information is December 31, 2001.

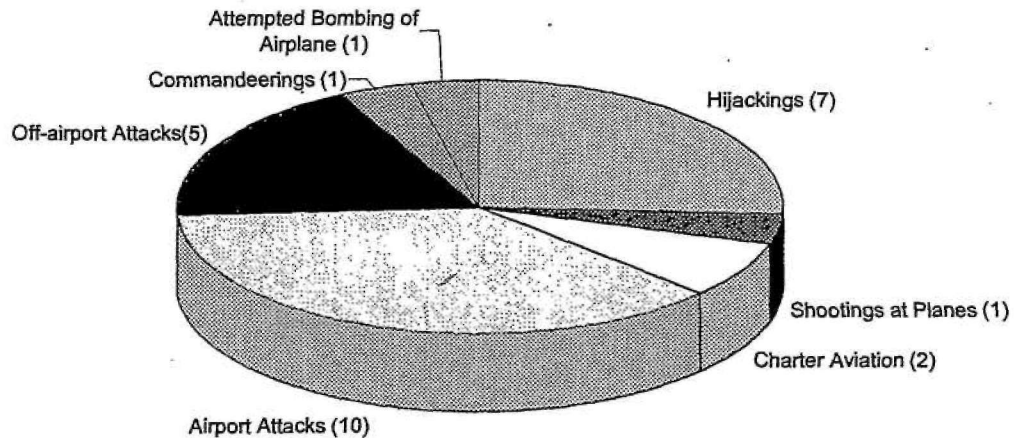
One format change in the current report is the elimination of charts in the five-year "Trends" section. It was determined upon review that these charts were redundant; the same information is already contained in a paragraph within each topical writeup. All other charts and maps remain.

The information contained in this publication is derived from a variety of foreign and domestic sources. In many cases, however, specific details of a particular incident may not be available, especially if it occurs outside the United States. While every effort has been made to provide complete and accurate information, it is not always possible to verify accounts of some incidents.

Hijacking and commandeering incidents are viewed within the context of the U.S. Federal criminal statute (49 USC 1472 (i)), which defines air piracy as any seizure or exercise of control, by force or violence or threat of force or violence, or by any other form of intimidation, and with wrongful intent, of any aircraft. This report does not distinguish between an act of air piracy and an attempted act of air piracy for statistical purposes.

The 2001 issue of *Criminal Acts Against Civil Aviation* is available on the world wide web at [HTTP://WWW.TSA.DOT.GOV/BRIEFING_ROOM/PUBS_REPORTS/INDEX.SHTM](http://www.tsa.dot.gov/briefing_room/pubs_reports/index.shtm). The 1996 through 2000 *Criminal Acts* reports are also available on this web site. Charts, maps, and some photographs of the more recent reports are in color on the web site.

2001 IN REVIEW



Worldwide Civil Aviation Accidents - 2001 By Category - 27 Incidents

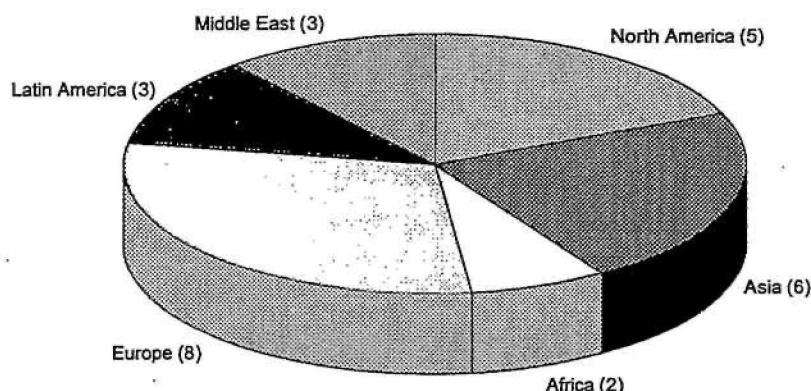
Fewer incidents were recorded in 2001 than the previous year, but this fact is overshadowed by the events of September 11, when 19 terrorist hijackers seized four American aircraft and turned them into weapons of mass destruction. Two of the planes were flown into and ultimately toppled the twin towers of the World Trade Center in New York City. A third plane crashed into the Pentagon Building in Arlington, Virginia, causing a portion of that structure to collapse. The fourth plane crashed while en route to another, unknown, target, probably in Washington, D.C. Heroic passengers on that flight, aware of what had already occurred, stormed the cockpit to fight the hijackers. Instead of crashing into the hijackers' intended target—possibly the White House or Capitol—the plane dived into a field near Shanksville, Somerset County, Pennsylvania. The death toll from these attacks has been placed at approximately 3,100, including 125 people at the Pentagon and all 265 people on the four aircraft. These attacks were the most devastating terrorist attacks in modern history, both in terms of lives lost and monetary damages incurred.

Overall in 2001, twenty-seven incidents involving attacks against civil aviation interests worldwide were recorded. This is 13 fewer than the number of incidents recorded in 2000, but the second-highest yearly total for the five-year period 1997-2001. Overall, there were far fewer hijackings in 2001 than in the year before (seven vice 20), but there were more off-airport facility attacks (five vice none). Of particular note this year is the fact that 13 of the 27 incidents are considered to have been politically motivated.

The most incidents in a geographic region in 2001 were recorded in Europe (eight incidents). Six incidents were recorded in Asia, while five incidents occurred in North America. The Latin America and Caribbean region and the Middle East/North Africa region each accounted for three incidents, and two incidents were recorded in the sub-Saharan Africa region. No incidents were recorded in Central Eurasia. Unlike previous years, hijackings did not account for the highest percentage of incidents in 2001. Hijackings accounted for only 26% of all incidents last year; airport attacks accounted for more than one-third of 2001 incidents.

The six incidents recorded in **Asia and the Pacific** in 2001 included three airport attacks, two off-airport facility attacks, and one hijacking. The airport attacks included guerrilla assaults in India and Sri Lanka and an attempted bombing in Pakistan. The two off-airport attacks were attempted bombing incidents against airline offices in Afghanistan and Pakistan. The hijacking involved a flight that departed from Thailand en route to the United Arab Emirates. Two of the airport attacks--one against the Colombo Airport in Sri Lanka by the Liberation Tigers of Tamil Eelam and the other against India's Srinagar Airport by the Lashkar-e-Taiba--were politically-motivated incidents.

There were no incidents in **Central Eurasia** in 2001.



**Incidents Against Aviation - 2001
By Region - 27 Incidents**

The eight incidents recorded in **Europe** during 2001 included four airport attacks, two off-airport facility attacks, one charter aviation hijacking, and an attempted bombing of an aircraft. The airport attacks included a bombing and an attempted bombing in Spain, a bombing in France, and an attempted bombing in Northern Ireland. All but the bombing in France are considered to have been politically motivated. The two off-airport attacks were an attack and a bombing against airline offices, in, respectively, the Former Yugoslav Republic of Macedonia and Switzerland. The attempted bombing of the aircraft occurred aboard a U.S. air carrier departing from France for the United States: a passenger tried to ignite explosives hidden in his shoes. These three incidents are also considered to have been politically motivated. The charter aviation hijacking was committed by three Chechens who were on the flight from Turkey to Russia.

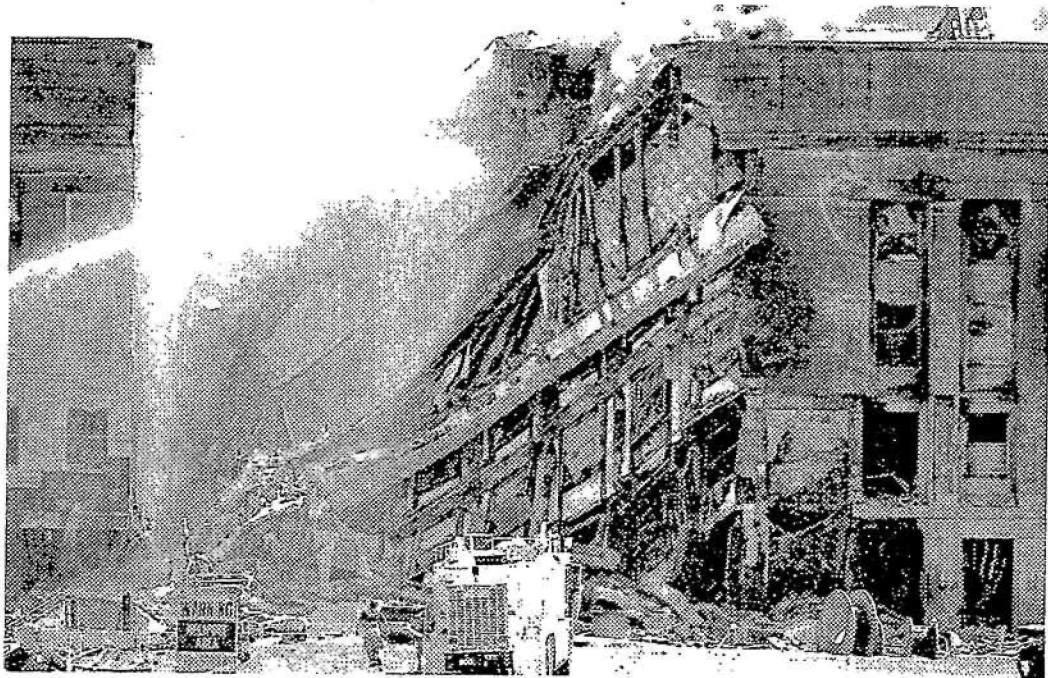
Three incidents took place in the **Latin America and the Caribbean** region during 2001. These incidents included a hijacking, a commandeering, and an airport attack. The hijacking involved a plane on a domestic flight in Guyana that was taken to Brazil by suspected drug traffickers. The commandeering occurred aboard a U.S. air carrier boarding passengers for a flight from Guatemala to the United States. The airport attack was a bombing in Colombia that involved the detonation of two separate devices.

Three incidents were recorded in the **Middle East and North Africa** geographic region in 2001. One incident was the hijacking of a domestic flight in Yemen. Several U.S. officials were aboard the plane, but were not a target of

the hijacker. The other incidents included the bombing of an airline office in Lebanon and the shooting at a Red Cross aircraft in the Sudan. This airline office bombing is considered to have been politically motivated.

Five incidents, all in the United States in 2001, were recorded in **North America**. Four of the incidents were the terrorist hijackings and crashes of U.S. aircraft on September 11. The other incident was the theft of a general aviation plane to Cuba. The four hijackings are politically-motivated incidents.

The **sub-Saharan Africa** region recorded two incidents, both involving airport attacks, in 2001. One incident involved a guerrilla attack in Angola and the other was a takeover by mutinous soldiers in the Comoros Islands.



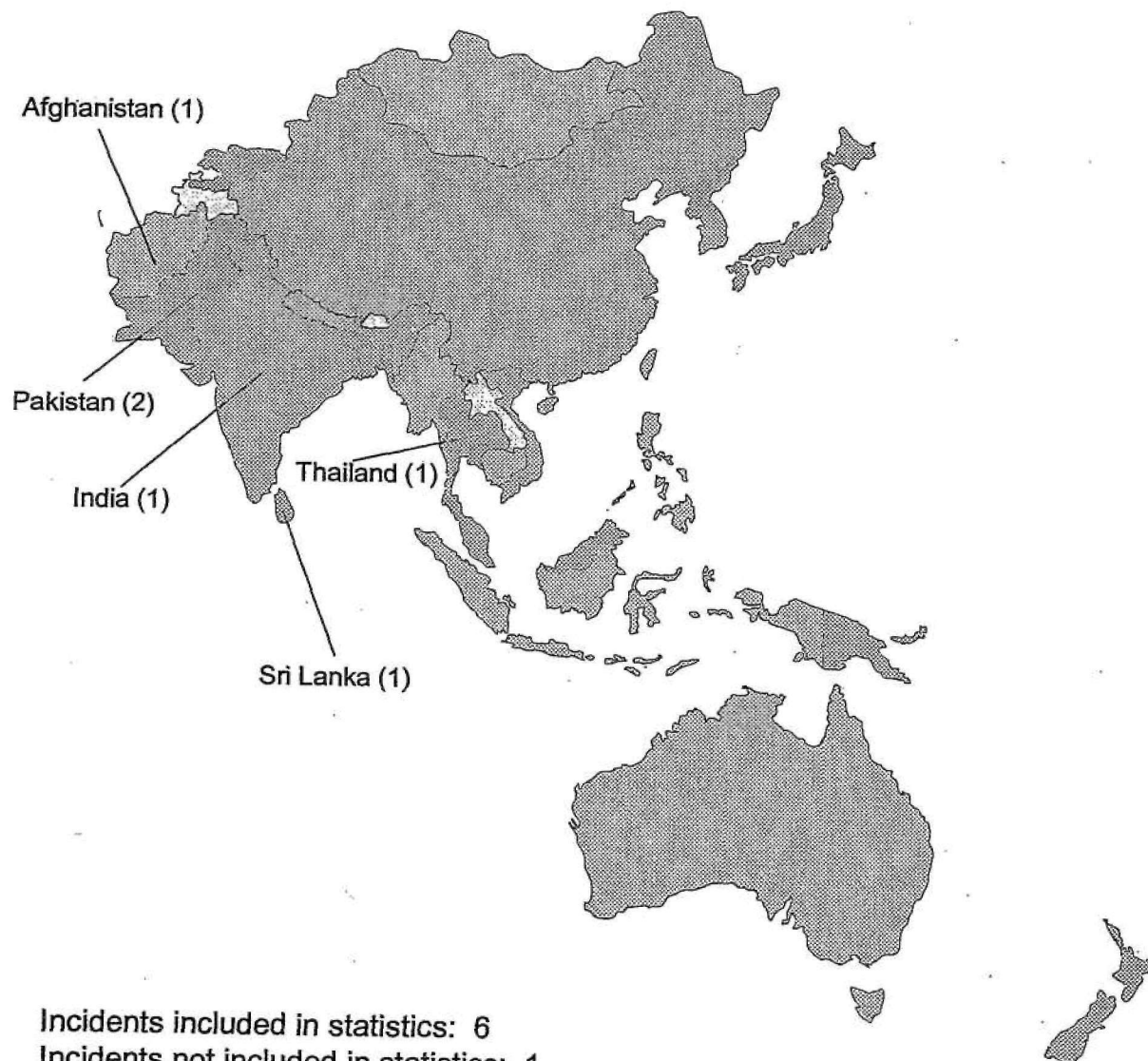
Pentagon, September 11, 2001

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**Geographic Overviews -
Significant Criminal Acts
Against
Civil Aviation**

Asia and the Pacific



Chronology

January 16	Attack—Srinagar Airport	India
January 27	Hijacking—Gulf Air	Thailand to United Arab Emirates
July 20	Bombing—Ariana Afghan Airlines Office	Afghanistan
July 24	Attack—Colombo Airport	Sri Lanka
August 20	Airport Attack Prevented	India *
October 20	Attempted Bombing—Islamabad Airport	Pakistan
October 25	Attempted Bombing—Pakistan International Airlines Office	Pakistan

* Incident Not Counted in Statistics

January 16, 2001—Attack—Srinagar Airport—India

Six heavily-armed Kashmiri separatists attacked Srinagar Airport. The militants, who were dressed in police uniforms, reportedly drove a vehicle to a security checkpoint. According to one version of the incident, the separatists were stopped there by security personnel and opened fire with grenades and small arms. Another version suggests that the militants went through the checkpoint, but were challenged by security forces approximately 500 meters from the main airport terminal. In the ensuing gun battle, the six militants, two civilians, and three Indian security force personnel were killed. Eight Indian paramilitary troops were also wounded. The Indian army subsequently surrounded the airport and took over security operations.

On January 16, commander Abu Ammar of the Kashmiri separatist group Lashkar-e Taiba (LT) claimed responsibility for the attack, stating that it was in response to the cease-fire called by the Indian government. Abu Ammar also said that they had intended to target aircraft, the control tower, and equipment (not further identified) at the airport. This was the second time in January that the group had attempted to infiltrate Srinagar. In an attempt on January 7, the Kashmiri militants fled when challenged by airport security personnel. Srinagar Airport is reported to be the most heavily-guarded airport in India.

This attack is a politically-motivated incident.

January 27, 2001—Hijacking—Gulf Air—Thailand to United Arab Emirates

A 31-year-old Iraqi male armed with a small knife hijacked Gulf Air flight 153 after it departed Bangkok International Airport in Thailand. The Airbus A340 aircraft was en route to Abu Dhabi, United Arab Emirates, with 202 passengers and a crew of eleven. The hijacking occurred approximately three hours before the scheduled arrival of the plane. The hijacker approached and attempted to enter the cockpit carrying the knife. He was quickly overpowered, however, by the senior flight steward and two passengers. The plane landed safely in Abu Dhabi, and the hijacker was taken into custody by the authorities. While no demands were made during the incident, the hijacker subsequently told investigators that he wanted to go to Australia.

July 20, 2001—Bombing—Ariana Afghan Airlines Office—Afghanistan

During the early morning hours, two explosions occurred in the largely-empty Kabul Hotel in the center of the capital city. One explosion was caused by a bomb placed in an air conditioner at a branch of state-run Ariana Afghan Airlines, which was located in the hotel. The explosion broke some windows of the airline office and injured a watchman. The second explosion was also caused by a bomb that detonated in a corridor of the hotel, but caused no injuries. The explosions were the latest in a series of minor bomb attacks in Kabul that the Taliban blamed on the opposition Northern Alliance. The Northern Alliance denied the allegations, claiming the attacks were the work of rival factions in the Taliban.

July 24, 2001—Attack—Colombo Airport—Sri Lanka

The Liberation Tigers of Tamil Eelam (LTTE) conducted a pre-dawn attack on the military base adjoining Bandaranaike International Airport in Colombo. The attack spread to the airport in heavy fighting, which included the use of mortars, rocket-propelled grenades, and explosives. Three Sri Lankan Airways aircraft were destroyed and three were damaged in the attack, while eight Sri Lankan Air Force planes were also damaged. Six military personnel defending the airport were killed, and eleven others were injured in the attack. Six civilian airport and airline employees also were wounded. As a result of the assault, operations at the airport were suspended temporarily, and incoming international flights were diverted to Madras, India. The airport attack, believed to have been a response to an attack by the Sri Lankan Air Force on LTTE positions earlier in the month, also coincided with the anniversary of the 1983 Tamil riots that triggered the ongoing civil war.

This attack is a politically-motivated incident.

August 20, 2001—Airport Attack Prevented—India *

Police in Kashmir reportedly foiled an attack by Kashmiri separatists against Satwari Airport in the Jammu. Indian security officers reportedly killed two members of the Lashkar-e-Taiba separatist group approximately four kilometers from the airport. The militants had explosives and automatic weapons in their possession, which allegedly were to be used in their planned attack. Security in and around the airport was strengthened following the incident.

October 20, 2001—Attempted Bombing—Islamabad Airport—Pakistan

Airport security personnel noticed a small bag that had been left unattended outside the terminal of Islamabad International Airport. After inquiries in the area and announcements over the loudspeaker failed to identify the owner, the bag was moved to an isolated area and covered with "bomb blankets." Twenty-five minutes after its discovery, an explosive device in the bag detonated, causing minimal damage but no injuries. There was no claim of responsibility for this attempted bombing.

October 25, 2001—Attempted Bombing—Pakistan International Airlines Office—Pakistan

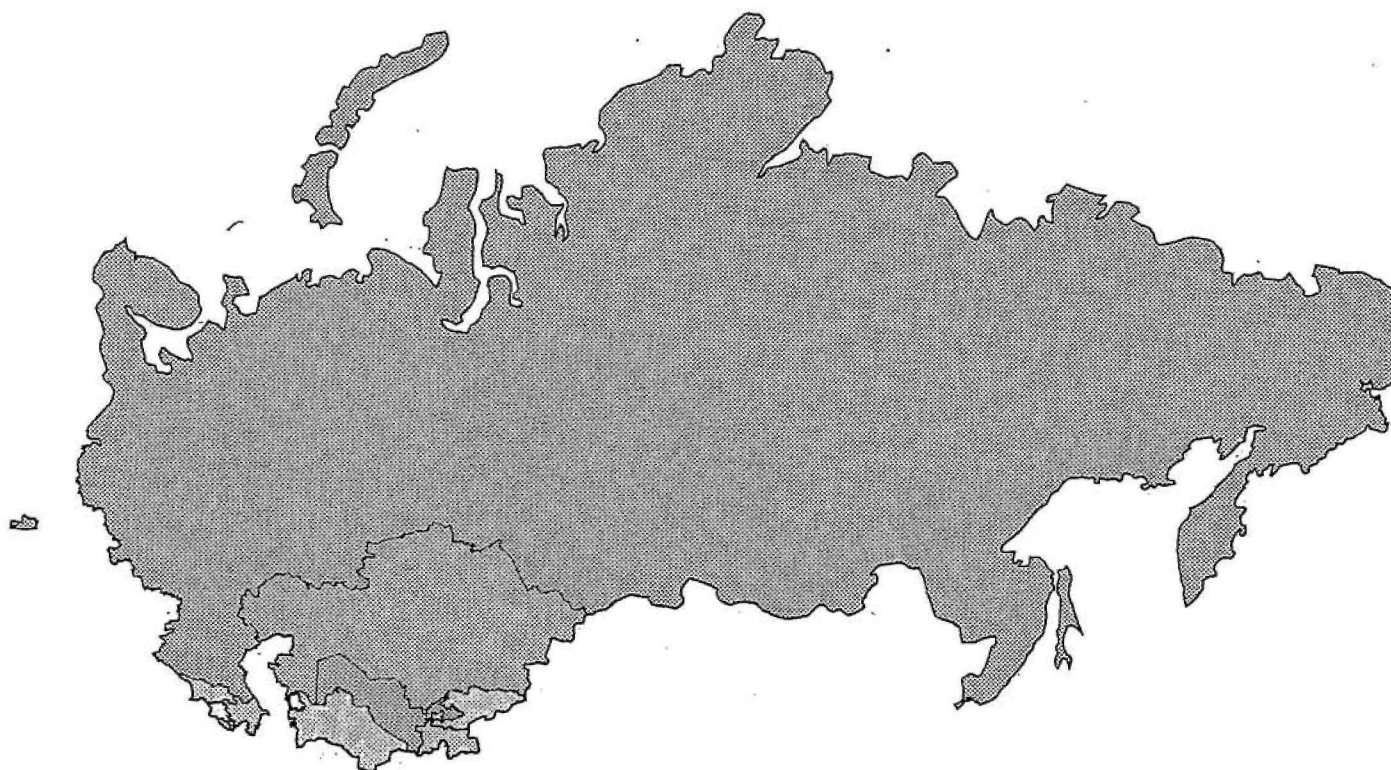
Police defused an explosive device shortly before it was set to detonate near the Pakistan International Airlines office in Karachi. Passers-by noticed a suspicious object lying in a footpath near the office and informed police. After initial investigation, police notified the bomb squad, which defused the device. The bomb, concealed in a handbag, consisted of 1.1 kilograms of plastic explosives, an electronic detonator, a booster, and a timing device. There were no claims of responsibility.



Destroyed Airliner in Tamil Rebel Attack; Colombo Airport, Sri Lanka; July 24, 2001

AP Photo/Gemunu Amarasinghe

Central Eurasia



Incidents included in statistics: 0

Incidents not included in statistics: 1

Chronology

July 31

Hostages Taken to Airport

Russia *

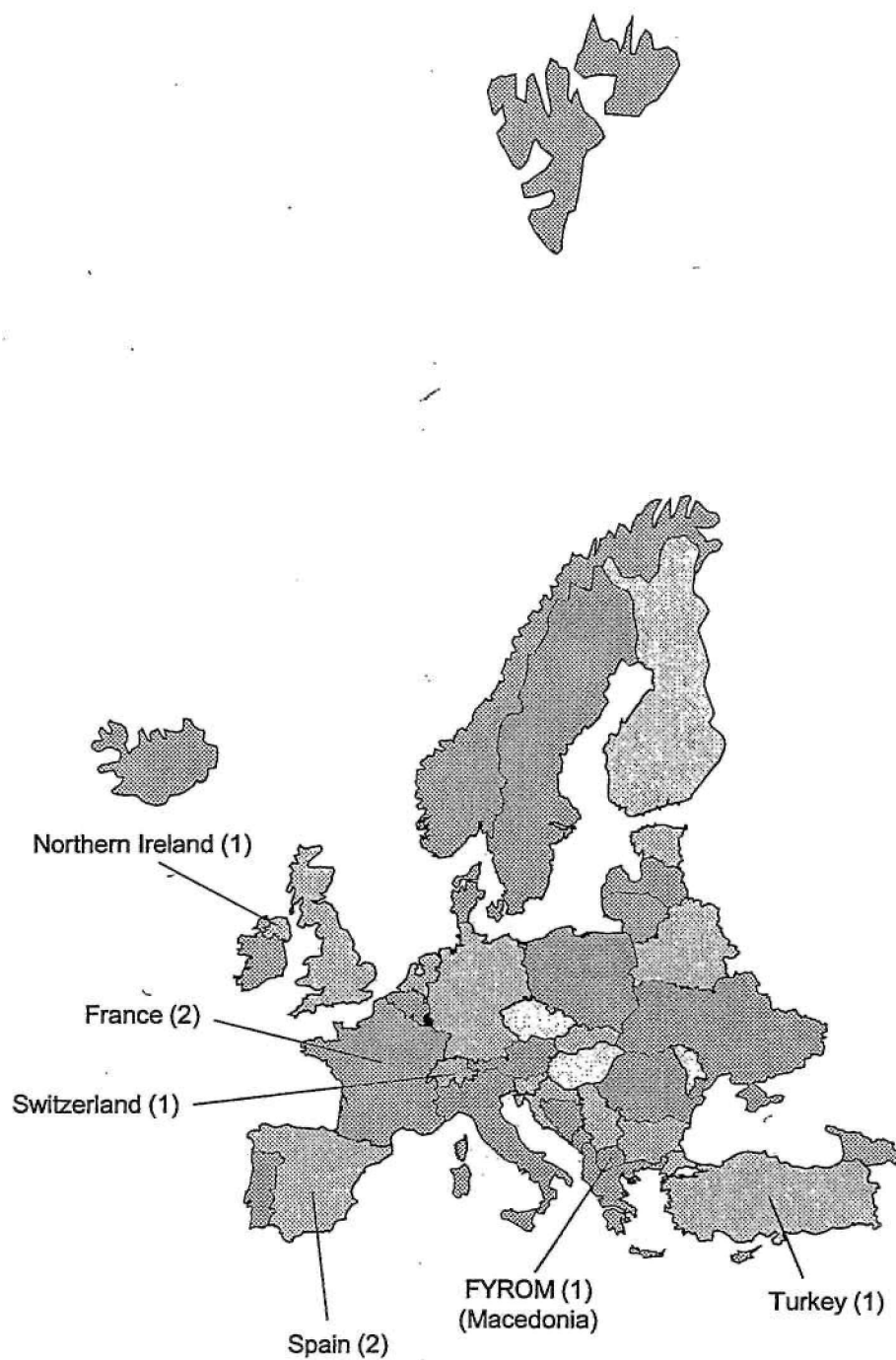
* Incident Not Counted in Statistics

July 31, 2001—Hostages Taken to Airport—Russia *

A lone gunman seized a bus with 40 passengers and apparently planned to take it to the Mineralnye Vody Airport. Authorities, however, blocked the road and stopped the bus several hundred meters from the airport. The gunman, identified as an ethnic Chechen, was reportedly armed with an assault rifle, a grenade, and explosives. He demanded a helicopter, extra fuel, weapons and ammunition, as well as the release of several ethnic Chechens imprisoned for a bus hijacking in 1994. The gunman threatened to kill the hostages if his demands were not met. During the early stages of the hijacking, a police official and a man on the bus were wounded and hospitalized. Several hostages—women and children—were subsequently released. As negotiations were taking place, the remaining hostages waited in the bus as outside temperatures reached 100°. Authorities thought that the gunman had an accomplice on the bus, possibly disguised as a passenger. Some 12 hours after the hijacking began, Russian commandos stormed the bus and killed the gunman. All of the remaining hostages were released unharmed, although a few were cut by glass when the gunman was shot.

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Europe



Incidents included in statistics: 8

Incidents not included in statistics: 3

Chronology

January 1	Bombing—Charles de Gaulle Airport	France
January 3	Bombing—El Al Office	Switzerland
March 15	Charter Aviation Hijacking	Turkey to Saudi Arabia
April 15	Suspected Arson on Plane	The Netherlands *
July 24	Attack—British Airways Office	Former Yugoslav Republic of Macedonia
July 26	Attempted Bombing—Málaga Airport	Spain
August 1	Attempted Bombing—Belfast Airport	Northern Ireland
August 27	Bombing—Madrid Airport	Spain
September 1	Charter Aviation Incident	Italy *
October 17	RPG Found at Prague Airport	Czech Republic *
December 22	Attempted Bombing of American Airlines Aircraft	France to United States

* Incident Not Counted in Statistics

January 1, 2001—Bombing—Charles de Gaulle Airport—France

During the morning, a government National Employment Agency office in the air freight zone of Paris's Charles de Gaulle Airport was found to have been the target of an overnight bombing. According to police, a homemade device containing "a few hundred grams" of unspecified explosive was left at the entrance to the office, which apparently was unoccupied at the time of the explosion. The blast damaged the building, which is isolated from the airport's passenger terminals. No claims of responsibility were reported.

January 3, 2001—Bombing—El Al Office—Switzerland

Shortly after midnight, an improvised explosive device detonated at the main entrance to the Zurich office of the Israeli airline, El Al. According to local press reports, a group calling itself either "Revolutionary Perspective" or "For a Revolutionary Perspective" claimed responsibility. The building, which also houses the American Airlines office, suffered an estimated \$6,500 (US) in damages. The American Airlines office was not damaged, and no injuries were reported. In a fax to a Swiss news agency, "Revolutionary Perspective" demanded a halt to "the massacres in Turkey, Kurdistan, and Palestine." The group also demanded that summits such as the World Trade Organization and the World Economic Forum be discontinued.

The bombing is a politically-motivated incident.

March 15, 2001—Charter Aviation Hijacking—Turkey to Saudi Arabia

Three ethnic Chechens hijacked a Russian charter flight some 20 minutes after it departed Istanbul, Turkey, bound for Moscow, Russia. A struggle ensued during the incident, which sent the Vnukovo Airlines Tupolev TU-154/6 aircraft into a 10,000-foot dive, but the pilots were able to regain control. The crew then complied with the hijackers' demands that the flight be diverted to Medina, Saudi Arabia. Upon landing, the pilot barricaded himself inside the cockpit, and as many as 60 passengers left the aircraft. A second group of passengers was released by the hijackers during the course of negotiations. The leader of the hijackers was identified as a brother of a former Interior Minister of the rebel Chechen government. The hijackers reportedly demanded an end to the war in Chechnya and the release of a relative held in a Russian prison, as well as food and water for the passengers and fuel for the aircraft. Other reports suggested that the hijackers did not want to return to Russia. Some media reports indicated that the hijackers wanted to be flown to Afghanistan.

Russia reportedly offered to send an elite counterterrorism team to end the hijacking, but Saudi authorities declined the offer. At midday on March 16, Saudi special forces stormed the aircraft, freed the remaining 174 passengers and crew, and arrested two hijackers. As many as three people were killed during the storming of the aircraft, including one of the hijackers, and several others were injured. While Chechen leaders have denied any involvement in the hijacking, Chechen rebels were responsible for the hijacking of a Russian plane in 1991, the hijacking of a Turkish ferry in 1996, and other hostage-taking operations.

Russia requested that the two hijackers be returned to Russia; however, the Saudi government refused to turn them over.

April 15, 2001—Suspected Arson on Plane—The Netherlands *

A cockpit indicator warning of a fire in cargo hold #3 caused the pilot of a KLM flight to abort takeoff. The Boeing 767 aircraft, en route from Amsterdam-Schiphol Airport to Tel Aviv, Israel, taxied to a designated emergency area, where it was examined by firefighters. When no physical indications of an actual fire were detected, the crew judged the indicator to have been faulty. Shortly after this false fire alarm was cleared, a second indicator warned of a fire in a lavatory. A flight attendant extinguished burning paper towels and toilet paper found in a lavatory. A third fire indication soon followed, and a crew member found and extinguished a fire in a storage area near another lavatory. At this time, the captain decided to evacuate the aircraft.

Dutch police detained four passengers, all Israeli men in their late teens to late 20s, who were suspected of having started the fires. After being interrogated, two of the men were released, while the others were formally arrested and charged with arson. According to KLM and police spokesmen, the fires were believed to have been set deliberately

as an act of vandalism. Despite police suspicions, the two suspects were eventually released when insufficient evidence was found to prove their guilt.

July 24, 2001—Attack—British Airways Office—Former Yugoslav Republic of Macedonia

The British Airways office in Skopje was among several Western targets attacked during a violent rampage by a mob of ethnic Macedonian Slavs. The riot was precipitated by the demands of Slav refugees, who had been driven from their homes by rebel Macedonian Albanians, that the government protect them. They also accused NATO of being biased toward the rebels. The mob, armed with rocks and metal pipes, broke windows at the German and British embassies and the offices of the European Union. The rioters then attacked the British Airways office and broke windows there before similarly attacking a McDonald's restaurant. Several vehicles belonging to the Organization for the Security and Cooperation of Europe were also burned. There were no injuries in the attack on the British Airways office, and damage reports were not further described.

This attack is a politically-motivated incident.

July 26, 2001—Attempted Bombing—Málaga Airport—Spain

Two telephone calls from the Basque Fatherland and Liberty (ETA) terrorist group warned that a bomb would explode at the Pablo Ruiz Picasso International Airport in Málaga. Within an hour of receiving the calls, police found a suspicious car in the airport's three-story main parking garage. The vehicle, a Peugeot sedan that had been described by the ETA caller, was stolen and had been fitted with false license plates. The main airport terminal was evacuated, roads leading to and from the airport were closed, and incoming flights were unloaded at remote areas of the airport. A three-man police bomb squad worked five hours to deactivate a device found inside a suitcase in the car. The device contained some 60 kilograms of dynamite, which at least one media report said was part of a large quantity stolen earlier in 2001 from an explosives depot in Grenoble, France. Spanish authorities reportedly believe that the "state of the art" device had been put together by ETA experts in France. It is not known why the device did not detonate within the one-hour time frame specified in the warning call. An October 2001 ETA communiqué claimed responsibility.

This attempted bombing is a politically-motivated incident.

August 1, 2001—Attempted Bombing—Belfast Airport—Northern Ireland

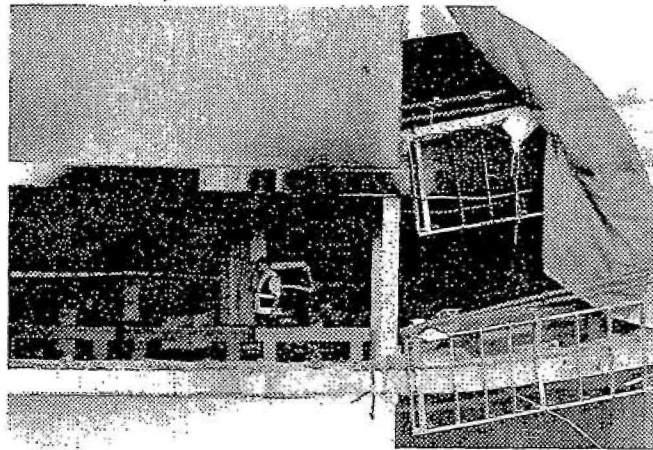
The Real Irish Republican Army (Real IRA or RIRA), a dissident IRA splinter group, took credit for an attempted car bombing at Belfast International Airport. With the help of several RIRA telephone warning calls early in the morning, authorities were able to locate an explosives-laden car in a long-term parking lot by mid-afternoon. The Volvo station wagon, fitted with false license plates, had been stolen in Belfast in late June 2001. Using a remotely-controlled robot, British Army personnel disrupted the bomb, which contained some 45 pounds of homemade explosives. There were no injuries. Because the attempted bombing took place the same day that new peace proposals for Northern Ireland were unveiled, authorities believe that it was timed to overshadow the peace process.

This attempted bombing is a politically-motivated incident.

August 27, 2001—Bombing—Madrid Airport—Spain

Following a morning telephone call from the ETA terrorist group, a car bomb exploded in a parking garage at Madrid's Barajas Airport. The blast from an estimated 50-60 kilograms of dynamite in the stolen car caused extensive damage, including the collapse of an entire level of the garage. Over 100 vehicles were damaged. There were no injuries, despite Spanish authorities' belief that the attack may have been an ETA "car bomb trap." The bomb reportedly exploded prior to the time stated in the warning call, indicating that the intent may have been to attract and cause casualties among police searching for the explosives-laden vehicle. Authorities said that the car was stolen earlier in the month from Guernica in the Basque provinces, that it was driven to Madrid by ETA members with no police record, and that it had been left in the parking garage half an hour before the warning call. They also believe that the dynamite was part of a large quantity stolen earlier in 2001 from an explosives depot in Grenoble, France. The airport terminal nearest the bombed parking garage handles mostly domestic flights, but also

serves some European destinations. The bombing came as Spanish security officials were due to meet in Vitoria, the Basque capital, to discuss the ongoing operations against the ETA. An October 2001 ETA communiqué claimed responsibility for the attack.



Police inspecting Madrid Airport attack.

Desmond Boylan/REUTERS/Getty Images

This bombing is a politically-motivated incident.

September 1, 2001—Charter Aviation Incident—Italy *

Shortly after departure from Fontanarossa Airport in Catania, Sicily, an Aero Lloyd charter flight en route to Berlin, Germany, was forced to divert to Capodichino Airport in Naples because of a possible hijacking. Conflicting media reports have left unclear the exact details of what happened aboard the Boeing 747 aircraft. It is known, however, that the behavior of a Tunisian passenger led to the diversion. At least one report claimed that the passenger was carrying a toy pistol. Other reports said that he was carrying a bundle of candles, which he may have claimed were explosives or which may have been mistaken for explosives by the crew. Some reports claimed that: (1) the passenger gave a flight attendant a note that read in English, "Take me to Tunisia"; (2) he threatened to blow up the aircraft; and (3) he tried to reach the cockpit. Whatever the passenger's actions and behavior may have been, he was apparently subdued by a flight attendant and two passengers and tied to his seat.

An Aero Lloyd spokesman said that the incident was not an attempted hijacking, but was a case of a "sick, mentally disturbed passenger" who had a "panic attack" and that reports the passenger tried to pass the candles off as a bomb were "complete garbage." Capodichino Airport police arrested the man, who was later hospitalized. None of the more than 200 passengers and crew were injured.

Because of confusion over what exactly transpired aboard the plane, this event is not being counted as an incident but is being reported nonetheless.

October 17, 2001—RPG Discovered at Prague Airport—Czech Republic *

Airport workers on a routine inspection mission discovered a functional rocket-propelled grenade (RPG) near Ruzyně Airport. The RPG-75 was found approximately one kilometer from a runway but beyond the airport's perimeter. According to one official, the weapon could not have shot down a plane. It was later determined that the RPG belonged to the Czech Federal Interior Ministry forces around 1980. It could not, however, be determined how or why the weapon came to be where it was found.

December 22, 2001—Attempted Bombing of American Airlines Aircraft—France to United States

A passenger tried but failed to detonate improvised explosives devices (IEDs) concealed in both of his shoes and bring down American Airlines flight 63. The would-be bomber sat in a window seat behind the fuel tank of the Boeing 767-300 aircraft. He attracted attention to himself some 90 minutes into the flight by striking a match and

attempting to light the IED's conventional time fuses, which may have been hidden inside his shoes. Several passengers assisted the crew in subduing and restraining the individual, and he was sedated by a doctor who was among the plane's other passengers. The flight, from Paris's Charles de Gaulle International Airport to Miami International Airport with 183 passengers and 14 crewmembers, diverted to Boston's Logan International Airport, and the passenger was arrested.

The passenger, reportedly a radical convert to Islam born to British and Jamaican parents and raised in south London, is suspected of having ties to international terrorist elements, including Usama Bin Laden's al-Qaida organization. Based on preliminary information, it is unlikely that the suspect acted alone, since the IEDs were relatively sophisticated and contained explosives that probably would have been difficult for a man of his means and abilities to obtain or manufacture. Investigators also believe that moisture, possibly from perspiration, may have made the fuses difficult to light. The IEDs reportedly contained enough explosive material to blow a hole in the plane's fuselage.

This attempted bombing is a politically-motivated incident.

Latin America and the Caribbean



Incidents included in statistics: 3
Incidents not included in statistics: 1

Chronology

January 30	Commandeering—Satena	Colombia *
March 1	Bombing—Pasto Airport	Colombia
April 28	Commandeering—American Airlines	Guatemala
November 14	Hijacking—Trans Guyana Airways	Guyana to Brazil

* Incident Not Counted in Statistics

January 30, 2001—Commandeering—Satena—Colombia *

At 1640 hours, local time, a man armed with a 9-mm pistol pushed his way aboard Satena flight HK 1165 as it was boarding at the San Vicente del Caguan airport in Colombia. San Vicente del Caguan is the main city in the demilitarized zone controlled by the Revolutionary Armed Forces of Colombia (FARC) rebel group. The gunman, a disenchanted FARC member, forced the pilot to take off with 26 passengers and four crew members on board. The twin-engine Dornier aircraft eventually landed at the Catam military base, located next to El Dorado International Airport in Bogotá. Four passengers were subsequently released for medical reasons. The incident ended shortly after 2200 hours when the hijacker was overpowered by the crew and some passengers and was taken into custody. No one was injured in the incident.

This incident is not counted because Satena is government-owned and is run by the Colombian Air Force to transport commercial passengers to locations deemed too dangerous for commercial air carriers. In fact, it is the only airline to fly into this particular area.

March 1, 2001—Bombing—Pasto Airport—Colombia

Operations were suspended at the Cano Airport in Pasto after two devices exploded during the early morning hours. The first device exploded at 0530 hours, local time, destroying half of the airport's fire station and a vehicle belonging to the civil aeronautics office. The second device, placed a half-kilometer from the end of the central landing strip, exploded 15 minutes later, leaving a hole about five meters deep and 40 meters long in the asphalt. Fortunately, the attack did not damage the control tower or the main airport building, and there were no casualties.

The attack caused Aérocivil's Central Directorate to temporarily suspend airport operations. There apparently were no claims of responsibility for the attack.

April 28, 2001—Commandeering—American Airlines—Guatemala

A machete-wielding man forced his way on to an American Airlines plane, which was in the process of boarding passengers at Guatemala City's La Aurora Airport to Miami. The incident began at about 0830 hours, local time, when the man produced a machete after being asked for tickets or a passport at the departure tax stamp inspection station. The man then ran past the station desk and through the security checkpoint, wildly waving the machete. Reaching the plane before the door could be fully closed, the man struck the ramp agent with the machete, pushed the door open, and entered the aircraft. Two flight attendants attempted to calm the man by talking to him; he said that he did not want to hurt anyone, but wanted to be flown to either Mexico or "home." While this was occurring, an airport ramp agent and another flight attendant tried to overpower the man. The ramp agent was injured by the machete during the ensuing scuffle. The man was finally subdued with the help of others and was taken into custody.

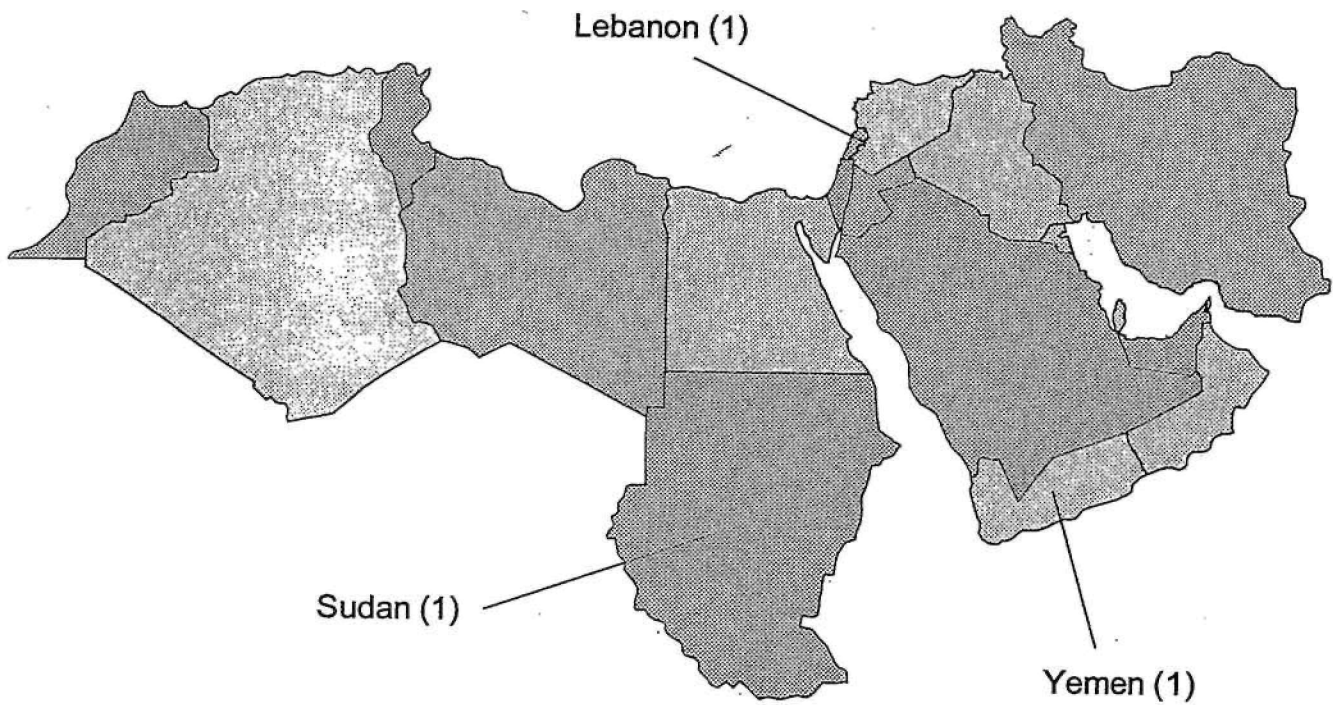
The man was identified as a Vietnamese national who had entered the United States as a refugee in 1982. He claimed to have left the United States in 1992 to live in both Mexico and Guatemala.

November 14, 2001—Hijacking—Trans Guyana Airways—Guyana to Brazil

A 13-seat Trans Guyana Airways Cessna Caravan aircraft was hijacked during a domestic flight after leaving Lethem en route to Ogle Aerodrome in Georgetown. Shortly after takeoff, four men armed with handguns ordered the pilot to fly to a remote, dirt airstrip at a ranch located in Brazil near the Venezuelan border. The airstrip was located by the hijackers' use of a global positioning system (GPS) unit. Upon landing, the hijackers forced the pilot to purge the aircraft's GPS unit of all preceding flight data, making it virtually impossible for authorities to retrace the plane's position. During the hijacking, the hands of the eight passengers were secured with masking tape by the hijackers. The plane landed after flying for about an hour, but the pilot was ordered to take off again after a short time on the ground. The plane circled the airstrip for about 15 minutes before landing a second time. The hijackers then herded the passengers and pilot into a barn and escaped on horses. The aircraft and passengers were able to return unharmed to Lethem. The plane had been in Brazilian territory for about 2½ hours.

Local authorities determined the identities of the four hijackers and arrested at least one of them. Officials speculate that the men were motivated to hijack the plane because of an involvement in the narcotics trade. Narcotraffickers have previously hijacked and then stolen planes, to include commercial aircraft, for use in smuggling operations.

Middle East and North Africa



Incidents included in statistics: 3
Incidents not included in statistics: 0

Chronology

January 23	Hijacking—Yemenia Yemen Airways	Yemen to Djibouti
May 9	Shooting at Red Cross Aircraft	Sudan
August 9	Bombing—Qatari Airways Office	Lebanon

January 23, 2001—Hijacking—Yemenia Yemen Airways—Yemen to Djibouti

Approximately 15 minutes after takeoff, an Iraqi citizen hijacked Yemenia Yemen Airways flight 448, a domestic flight bound from Sanaa to al-Hudayadah, demanding that it be diverted to Baghdad, Iraq. The hijacker was armed with a pen gun, and he claimed that he was carrying explosives in his briefcase. The flight crew persuaded the hijacker to allow them to fly the Boeing 727 aircraft to Djibouti to refuel, where they overpowered him and turned him over to authorities. During the scuffle with the hijacker, a flight engineer was grazed by a bullet, but there were no other injuries among the 91 passengers and crew. Among the passengers were the U.S. Ambassador to Yemen, the U.S. Deputy Chief of Mission to Yemen, and the Yemeni Ambassador to the U.S.

The hijacker was unemployed, and his motivation was to go elsewhere to seek employment. He was extradited to Yemen, where in March 2001, he was tried, convicted, and sentenced to 15 years in prison.

May 9, 2001—Shooting at Red Cross Aircraft—Sudan

A Red Cross Kingair Beechcraft aircraft was struck twice with small-arms fire while it flew over the Didinga Hills, located approximately 50 nautical miles from Lokichoggio, in southern Sudan. Both rounds entered the cockpit, killing the Danish copilot instantly. Due to loss of cabin pressure caused by the rounds' impact, the plane was forced to rapidly descend and return to Kenya.

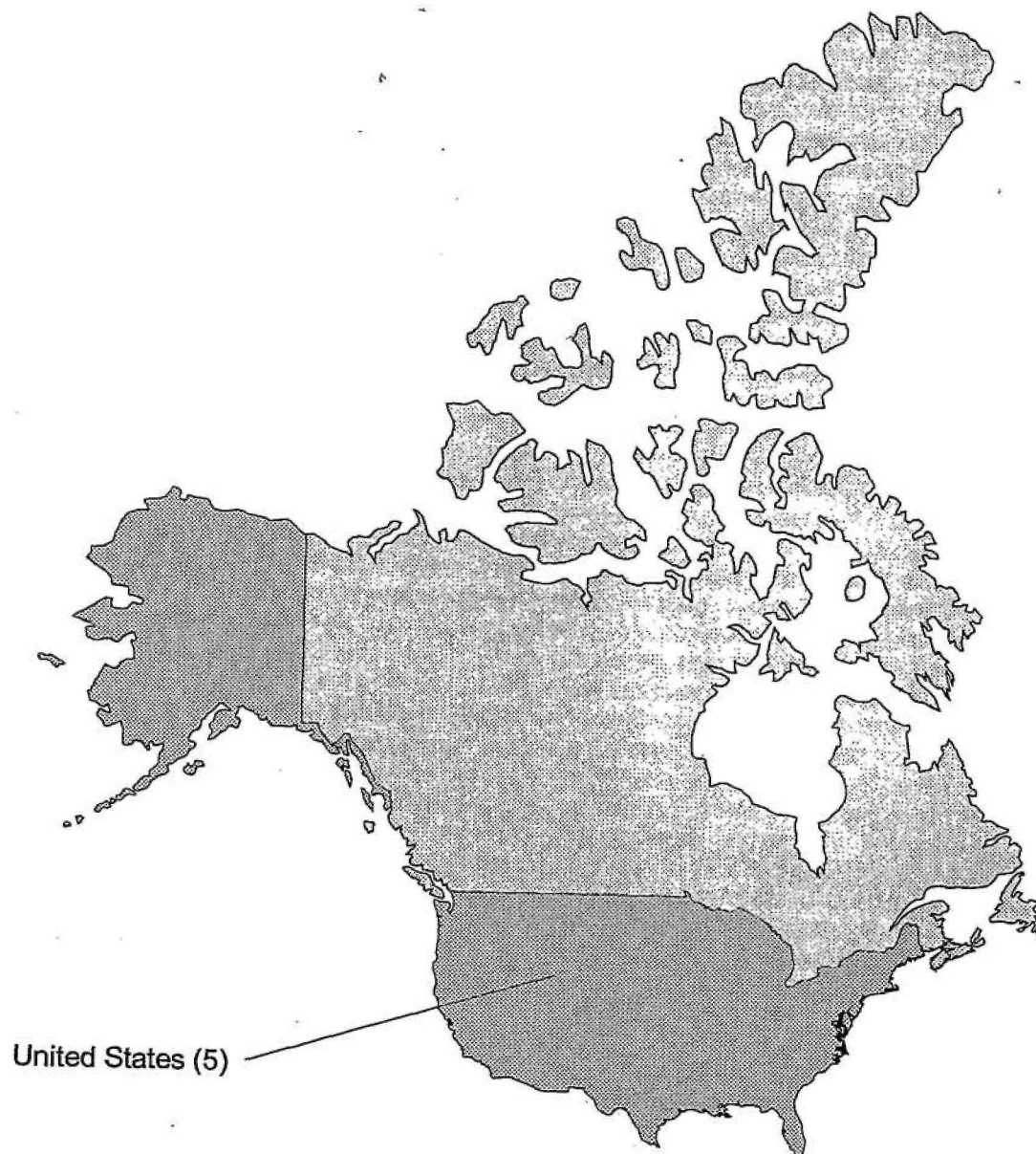
August 9, 2001—Bombing—Qatari Airways Office—Lebanon

One person was slightly injured when an explosive device detonated in the doorway of the Qatari Airways office in Beirut, Lebanon. An organization calling itself the "Revolutionary Cells Organization—the Arabian Gulf" claimed responsibility for the bombing. The claim stated that the airline was targeted because it is owned by Qatari Foreign Minister Shaykh Hamad Bin-Jabr al-Thani, whom the organization described as "pro-Zionist." The group also accused the wife of a senior Qatari official of having secret contacts with Israeli security. The threat was made that attacks would continue until Palestine and Qatar are "liberated from the domination of Jews and the yoke of Zionism and Freemasonry."

This bombing is a politically-motivated incident.

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North America



Incidents included in statistics: 5
Incidents not included in statistics: 1

Chronology

August 6	Unruly Passenger	United States *
July 31	Theft of General Aviation Aircraft	United States to Cuba
September 11	Hijacking—American Airlines, United Airlines (Four Incidents)	United States

* Incident Not Counted in Statistics

August 6, 2001—Unruly Passenger—United States *

While Delta Airlines flight 909 was preparing to taxi for takeoff, a passenger in the first-class section made comments to a flight attendant that caused the pilot to return to the gate. The plane, a Boeing 767 aircraft with 285 passengers, was to depart Hartsfield Atlanta International Airport for Orlando, Florida. As flight attendants began their flight safety instructions, a passenger told one of them that he had two letters to give her. He also said that he had weapons and explosives and made references to a hijacking. The pilot, upon being informed, aborted the takeoff, and the individual was arrested by Atlanta Airport Police.

The two letters referred to by the passenger were written on letterhead from an aviation school. They identified him as a non-revenue passenger en route to an interview. He then asked the flight attendant if she knew what a hijacking was. When she replied affirmatively, he said, "OK, tell the captain." He also said that he had two loaded weapons and "egg grenades." He was reported as being non-aggressive and calm. Upon his arrest, the passenger was searched, and no weapons were found. He was subsequently charged with interference with a flight crew.

July 31, 2001—Theft of General Aviation Aircraft—United States to Cuba

A student pilot on his first solo flight took the plane from Marathon, Florida, to Cuba and crash-landed near Havana. The 55-year-old pilot had received approximately 15 hours of flight instruction. He was supposed to circle the Marathon Airport and return, remaining in the local air traffic pattern, but he instead turned the Cessna 172 aircraft to the south. No radio contact could be made with the pilot, and he reportedly crashed several miles east northeast of Havana. He was slightly injured and was taken to a hospital.

On August 8, the pilot returned to Miami International Airport from Havana aboard a Gulfstream International Airlines flight. He was arrested by the FBI and charged with transportation of interstate property. His motivation for taking the plane to Cuba is unknown.

September 11, 2001—Hijacking—American Airlines, United Airlines—United States (Four incidents)

Nineteen terrorist hijackers divided into four teams committed near-simultaneous hijackings aboard U.S. air carriers bound to California from East Coast locations. The hijackers were armed with box cutters, and at least one hijacking team claimed to have a bomb. One or more of the hijackers in each team had flight training and could fly, but not necessarily land, the large aircraft. With the hijackers at the controls, three of the planes were flown into buildings. All of the below-listed times are approximate.

- American Airlines (AAL) flight 11, a Boeing 767 aircraft, bound from Logan International Airport (BOS) in Boston, Massachusetts, to Los Angeles International Airport (LAX) in California, crashed into the north tower of the World Trade Center at 0846 EDT, setting the structure on fire.
- Approximately 16 minutes later, United Airlines (UAL) flight 175, also a B-767 aircraft bound from BOS to LAX, crashed into the south tower of the World Trade Center. Both towers were now on fire.
- At 0943 EDT, AAL flight 77, a B-767 aircraft en route from Dulles International Airport in Virginia to LAX crashed into the west side of the Pentagon in Arlington, Virginia, causing extensive damage and igniting a fire.
- One-half hour later, at 1010 EDT, UAL flight 93 crashed in rural Somerset County, Pennsylvania. Passengers on the B-757 aircraft, aware of what had happened earlier, assaulted the cockpit, which resulted in the plane's crashing. The intended target of the hijackers on this flight is unknown; however, speculation identified Camp David, the White House, or the U.S. Capitol as possible targets.

The south tower of the World Trade Center collapsed 57 minutes after being struck, and the north tower collapsed approximately 30 minutes later. The intense heat generated by the burning aviation fuel apparently weakened the steel structure of both towers, causing their collapse. Approximately 3,000 people were killed in the crashes and collapses, including all 157 people aboard the two planes. Hundreds of New York City police and fire department rescue workers were among those who died when the first tower collapsed. At the Pentagon, 125 military and

civilian personnel were killed, as well as the 64 people on the plane. Forty-four people were on the plane that crashed in Shanksville, Pennsylvania; all perished, but no one on the ground was injured.



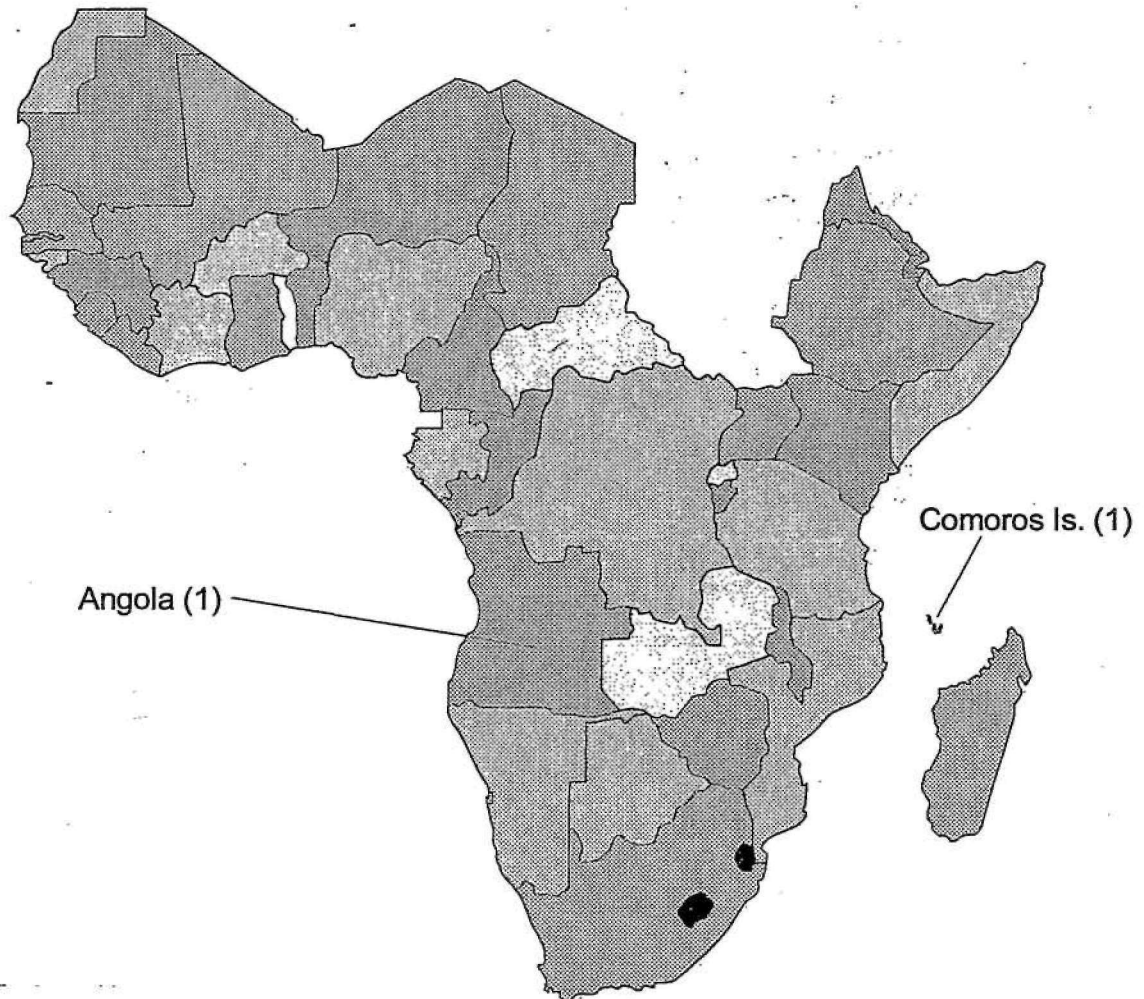
Shanksville, PA Crash

Johnstown Tribune-Democrat Photo

These attacks were the most devastating terrorist events in modern history, both in terms of lives lost and monetary damages sustained.

These hijackings are politically-motivated incidents.

Sub-Saharan Africa



Incidents included in statistics: 2

Incidents not included in statistics: 2

Chronology

March 27	Attack—Uiga Airport	Angola
April 26	Military Aircraft Hijacking	Ethiopia to Sudan *
July 31	Robbery at Johannesburg Airport	South Africa *
August 8	Airport Takeover	Comoros Islands

* Incident Not Counted in Statistics

March 27, 2001—Attack—Uiga Airport—Angola

Elements of the National Union for the Total Independence of Angola (UNITA) attacked the airport in Angola's northeastern Uiga Province. Humanitarian relief organizations and non-government organizations operating in the area reported that the attack did not result in any significant damage to the airport.

April 26, 2001—Military Aircraft Hijacking—Ethiopia to Sudan *

Nine Ethiopian university students armed with hand grenades and pistols seized an Ethiopian military aircraft with at least 50 Ethiopian military members on board and diverted it to Khartoum, Sudan. The hijackers, three of whom were former Ethiopian military trainees who had just failed a test to become fighter pilots, were students at Ethiopia's Addis Ababa University. They demanded meetings with the U.S. and British diplomats in Sudan; however, the U.S. Embassy in Khartoum was closed. The Antonov AN-12 aircraft was en route from the Ethiopian capital, Addis Ababa, to northern Ethiopia when it was hijacked. The plane landed in Khartoum at 1820 hours, local time. An ensuing standoff ended approximately nine hours later when the hijackers surrendered peacefully. Negotiators from the United Nations and the Red Cross and Sudanese government officials reached a deal with the hijackers, and the passengers were released approximately 30 minutes later. The hijackers were granted asylum, but were not granted immunity from prosecution for the hijacking.

July 31, 2001—Robbery at Johannesburg Airport—South Africa *

Seven robbers armed with AK-47 assault rifles and handguns held up airport security guards and stole an undisclosed amount of U.S. currency at Johannesburg International Airport. The guards were escorting goods from a Swissair aircraft. The robbers also took the guards' service pistols in the theft. Approximately one week later, authorities arrested three men and were seeking others. According to media reports, preliminary investigation suggested that the robbery was an "inside job."

August 8, 2001—Airport Takeover—Comoros Islands

The airport on the breakaway island of Anjouan was occupied by mutinying soldiers protesting perceived discrimination and demanding wage increases. Two aircraft belonging to small air transport companies, Comoros Air Service and Comoros Aviation, tried to land, but were denied permission. Most of the mutineers were members of a rapid intervention unit responsible for guarding the self-styled Anjouan president. Mutineers also occupied the port on the island, causing it to be closed. The soldiers left the port and airport later that day, and both facilities were reopened. Although some shots were heard, there were no reports of injuries. Anjouan had unilaterally declared its independence from this island state in the Indian Ocean in 1997.

Feature Article

September 11, 2001

Nineteen hijackers affiliated with Usama Bin Laden's al-Qaida terrorist organization seized two United Airlines (UAL) and two American Airlines (AAL) aircraft shortly after takeoff. The planes were fully fueled, having departed east coast locations en route to destinations in California. The hijackers were divided into four teams, and at least one member in each team had pilot training. The hijackers' intent was not to seize the aircraft to hold hostages and make demands, but to turn the planes into flying bombs and crash them into buildings. (The following is based on various media reports; times are approximate)

At 0846 EDT, AAL flight 11, a Boeing 767 aircraft with 92 passengers and crew, was flown into the north tower of the World Trade Center (WTC). Approximately 16 minutes later, UAL flight 175, a B-767 aircraft with 65 passengers and crew, struck the south tower. The first plane was flying at a speed estimated to be about 500 miles-per-hour when it hit the tower. It has been reported that the plane hit with a force equal to 480,000 pounds of TNT. The impact registered magnitude 0.9 on a seismograph, equal to a small earthquake. The south tower collapsed at 0959 EDT, some 57 minutes after being struck. The second tower collapsed at 1028 EDT.



AP Photo/Carmen Taylor

Approximately an hour after the first WTC attack, AAL flight 77, a B-757 aircraft with 64 passengers and crew, was flown into the Pentagon, causing a 200-foot section of that building to collapse. By this time, UAL flight 93 had also been hijacked and was en route to an unknown target, believed to be either Camp David, the White House, or the Capitol building. Passengers aboard that plane, however, became aware of the other incidents and attacked the cockpit. The plane, a B-757 aircraft with 44 passengers and crew, crashed into a field near Shanksville, located in

rural Somerset County, Pennsylvania, about 25 minutes after the Pentagon attack. The plane struck the ground at an estimated speed of 575 mph, causing a 50-foot deep crater. All 265 passengers and crew aboard the four planes were killed. In all, more than 3,000 people were killed in the terrorist attacks.

It is not known exactly how each of the hijackings transpired. It is unclear whether the hijackers seized hostages to gain entry to the flight deck or simply forced their way in. Some reports were received from passengers using cellular telephones that passengers and crew members had been killed or were suffering knife wounds. One caller reportedly stated that as the hijackers moved through the plane, they slit the throats of several passengers. On one plane, two individuals, possibly the pilot and copilot, were reported either killed or gravely wounded by the hijackers; the pilot of another plane reportedly was killed before the plane crashed. Similar scenarios may have occurred aboard the other planes.

The hijackers were armed with box cutters, but they may have had other weapons as well. For example, a flight attendant on AAL flight 11 indicated that the hijackers had made "or something." They may have used a substance such as pepper spray on flight crew personnel. Another caller, on AAL flight 77, reported that the hijackers had knives and box cutters. Additionally, one of the hijackers on board UAL flight 93 also claimed to have a bomb strapped to his body, but the passengers apparently did not believe him, and no evidence of a bomb explosion was found.

One or more terrorists on each aircraft sat in first class, and at least one other hijacker sat in the front of the coach section within easy reach of the cockpit. The other hijackers may have been seated throughout each of the four planes (not necessarily in their assigned seats). It has been theorized that not all of the hijackers knew that they were on a suicide mission. This was borne out by a videotape showing Usama Bin Laden that was publicly released in mid-December 2001. In the tape, Bin Laden says that some of the "brothers" were told of the mission only when they were on the plane. These individuals may have been recruited to control the passengers and crew during the hijacking.

Three of the hijacking teams consisted of five individuals; one team comprised four hijackers. The hijacker teams appear to have included 15 Saudis, two citizens of the United Arab Emirates, a Lebanese, and an Egyptian. All of the hijackers entered the United States legally on temporary visas issued at U.S. Consulates in the Middle East and Europe, according to Immigration and Naturalization Service (INS) records. When they entered the United States, their names were checked against law enforcement databases, but no criminal or terrorist information was found that would have barred their entry. Two of the hijackers had overstayed their visas as of September 11, and one had violated his student visa by never showing up for class. Authorities could not establish accurate entry dates for six of the hijackers. This largely was because different versions of their names appeared on visa records and flight manifests. Investigators suspect that a fifth hijacker, believed to be Zaccarias Moussaoui, was to have been on UAL flight 93. Moussaoui, a French citizen of Moroccan descent, was arrested in the United States on August 17, 2001, on immigration violations and was still imprisoned on September 11. He had attended a flight school in Minnesota and had aroused the suspicion of instructors, who contacted the authorities. He was arrested by the INS for overstaying his 90-day visa. On December 11, 2001, Moussaoui was indicted in the Eastern District of Virginia on six conspiracy charges relating to the September 11 attacks.

Not much is known about what occurred aboard the four aircraft. There were no communications during the hijackings between the flight crew and Air Traffic Control (ATC), or the hijackers and ATC. What little is known comes largely from cellular telephone or Airphone calls made by passengers and crewmembers. As noted above, it is assumed that the hijackers either killed or disabled the flight crew to take control of the four aircraft. The hijackers also turned off the planes' transponders and radios, thereby eliminating any contact with the ground.

AAL flight 11 departed Boston Logan International Airport (BOS) en route to Los Angeles International Airport (LAX) at 0759 EDT. The last communication between the pilot and ATC personnel came 14 minutes later. At 0814, however, a broadcast was received from the plane. One of the hijackers apparently had confused the plane's radio for its public address system. He said that "they" had some planes and told everyone to be quiet and that they would be returning to the airport. He also said that anyone trying anything would endanger the plane. At this time, BOS ATC notified other controllers that a hijacking was in progress. A few minutes later, the plane made a sudden turn to the south, away from Albany and toward New York City. Within several minutes, the plane stopped transmitting IFF beacon signals. The pilot of UAL 175, which had also departed from BOS, was asked by ATC to

see whether he could visually locate AAL 11. He did. At 0830 EDT, NORAD was notified of the hijacking. A few minutes later, UAL 175's captain reported hearing a "suspicious transmission" during his departure, "like someone keyed the mike and said everyone stay in your seats."

By this time, a female flight crew member on AAL 11 had contacted AAL reservations and provided some details of what was occurring. She relayed that the plane had been hijacked by four men (there were actually five hijackers) and provided their seat numbers. These numbers did not correspond to the seat assignments on the tickets that had been purchased, however. Three of the hijackers sat in business class. The flight attendant said that two flight attendants had been stabbed and that a business-class passenger had his throat cut and appeared to have been killed. She also said that the hijackers had stormed the front of the plane and gained access to the cockpit. She tried to contact the cockpit, but received no reply. The pilot apparently also tried to alert authorities to these events by surreptitiously clicking his radio transmission button. When asked if she knew the location of the plane, the flight attendant reported that she saw water and buildings. The conversation then ended.

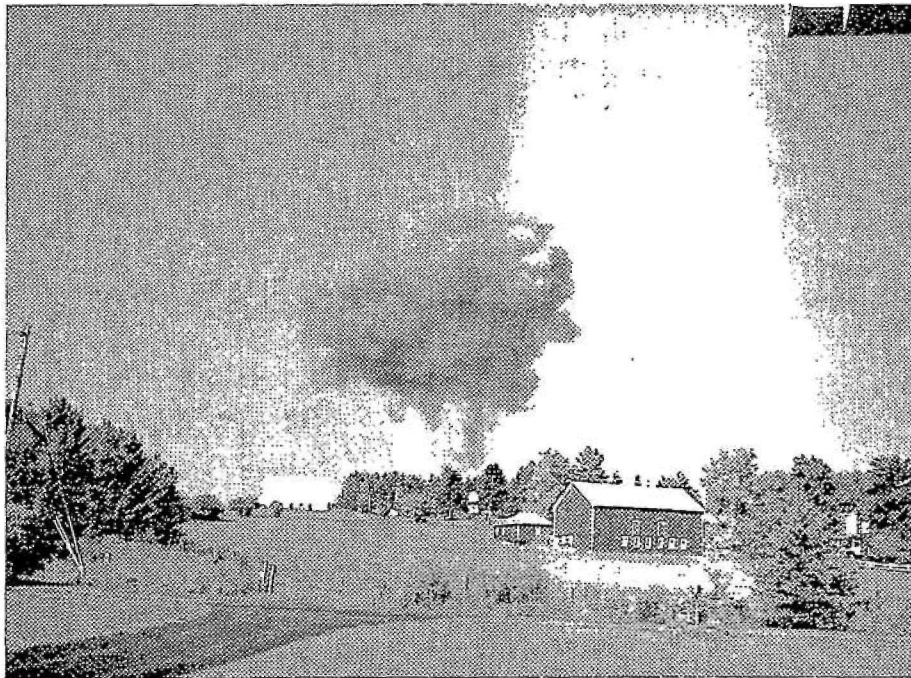
Several minutes after the crew of UAL 175, also from BOS to LAX, reported the suspicious transmission, this flight stopped transmitting its IFF beacon signal. At 0900 EDT, the last radar reading of the plane was observed: it was at 18,000 feet and descending. Some ten minutes earlier, UAL systems operations center was advised that a flight attendant on the plane had called and said, before the line went dead, that the (flight) crew had been killed, a flight attendant had been stabbed, and the plane was hijacked. It was about this time that the plane deviated from its assigned flight path. Nothing more is known about what occurred aboard the flight. Live television broadcasts showed the plane slamming into the second World Trade Center tower.

The final radio contact between air traffic controllers and AAL flight 77 was at 08:50:51. Up until then, there were no indications of trouble on the plane, which was flying from Dulles International Airport in Virginia to LAX. At 0856 EDT, transponder contact with the plane was lost. Air traffic controllers repeatedly tried to contact the plane, but were not successful. At 0902, controllers reported to American Airlines that they did not know where the plane was and could not communicate with it. At 0924, NORAD was notified of the hijacking and controllers observed the plane moving toward Washington, D.C. At some point, one of the passengers on the plane made two phone calls to her husband—both of which were cut off—to say that the plane had been hijacked. She relayed that the passengers and pilot had been herded to the back of the plane. Later media reports advised that the pilot's wife was told by the FBI that he did not die in the crash, but was killed beforehand. He may have resisted the hijackers and been beaten to death. Soon after contact was lost with the plane, controllers at Washington-Reagan National Airport were notified of a fast-moving plane coming toward them. The White House was warned. As the plane headed toward the White House at full throttle, it made a 270° turn to the right and approached the Pentagon from the southwest. AAL 77 crashed into the Pentagon at 0943 EDT.

At 0900 EDT, UAL systems operations issued a system-wide message warning pilots of a potential "cockpit intrusion." The flight crew of UAL 93, which was en route to San Francisco International Airport from Newark International Airport, acknowledged receipt of the message. Approximately 20 minutes later, a passenger calling from a cellular telephone said that the plane had been hijacked. A few minutes later, a microphone in the cockpit was keyed and the Cleveland ATC heard the muffled sounds of screaming and scuffling and then silence. Within a minute, the microphone was again keyed, probably by one of the pilots, and more muffled sounds could be heard. Someone, presumably one of the pilots, could be heard shouting, "Get out of here," and the microphone went dead again. At 0940, the transponder signal for the plane stopped and radar contact was lost. At 1004 EDT, the John Murtha Johnstown-Cambria County Airport in southwestern Pennsylvania reported that a plane was 15 miles to the south and moving fast. The crash occurred several minutes later.

The cockpit voice recorder was recovered from the crash scene. The tape begins at about 0930. Someone, perhaps a flight attendant, is heard pleading not to be killed or injured. It is also speculated from noises heard on the tape, that the pilots may have had their throats slashed while still in their seats. The hijackers in the cockpit mistakenly used open air waves when they thought they were using the plane's public address system. One of the hijackers identified himself as the captain and said that there was a bomb on board. He told everyone to remain seated, that they were returning to the airport, and that they have "our demands." The hijackers turned off the microphone when they realized their mistake.

During the very early stages of the hijacking, passengers and crew members made calls on their cellular telephones and related what was happening. Some reports indicate that the hijackers permitted these calls. Three hijackers, some with knives, were identified in some of the calls. According to various accounts, the hijackers wore red headbands and claimed to have a bomb. One of the hijackers reportedly had a red box strapped to his waist, but passengers believed that he was bluffing. One report said that two people, possibly the captain and first officer, were lying dead or gravely wounded on the floor in the first class section. The passengers and flight attendants had been herded between rows 30 and 34 of the plane. Through their phone calls, the passengers were alerted to what had happened on the other planes. A vote was supposedly taken whether to obey the hijackers or not. Plans were developed to rush the cockpit, and this was done. One caller said that the passengers were breaking into the cockpit. The cockpit voice recorder picked up sounds of a struggle—dishes breaking, shouting, screaming, and a cry of “Let’s get them.” The hijackers could be heard calling on each other to hold the door. It is not known whether the passengers were able to breach the cockpit, however. The voice recorder also picked up sounds of the hijackers fighting for control of the plane, which had gone into a dive. The plane was described by eyewitnesses as “rocking from side to side, like a seesaw,” before it plowed into the ground.



“End of Serenity©” Crash of United Airlines Flight 93, Seconds After Impact; Photograph by Val McClatchey

All 265 passengers and crew aboard the four planes were killed. In addition, 125 civilian and military personnel died at the Pentagon, and an estimated 2,688 people are believed to have died in the two World Trade Center towers. The combined death toll from the attacks has been placed at less than 3,100. This number, though far fewer than what had been feared initially, is the greatest toll ever resulting from a terrorist attack. The number of fatalities at the World Trade Center continually undergoes revisions, however, and the number has not been finalized as of publication of this report.

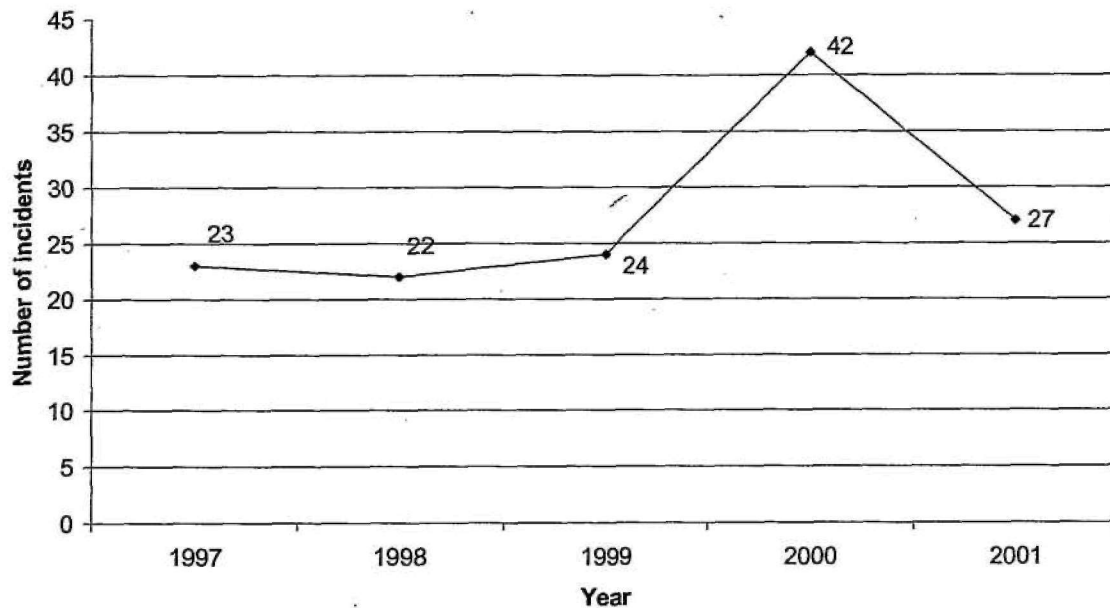
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Trends

1997-2001

Introduction

Worldwide Civil Aviation Incidents 1997 - 2001



This section contains an examination of trends for the five-year period, 1997-2001. Significant incidents involving civil aviation are separated into the following categories:

- "Hijackings of Civil Aviation Aircraft,"
- "Commandeerings of Civil Aviation Aircraft,"
- "Bombings/Attempted Bombings/Shootings on Civil Aviation Aircraft,"
- "Shootings at In-Flight Aircraft,"
- "Attacks at Airports,"
- "Off-Airport Facility Attacks," and
- "Incidents Involving Charter and General Aviation Aircraft."

Charts are included to present a visual perspective of incidents in these categories.

The 27 incidents in 2001 are the second highest annual total in the five-year period and 15 fewer than the number of incidents recorded in 2000. The total number of incidents for the five-year period is 138. Between 22 and 24 incidents were recorded from 1997 through 1999, with the fewest reported in 1998.

In comparing 2001 statistics with those of the previous year, increases occurred in just one category—"Off-Airport Facility Attacks." Five incidents were recorded in 2001 compared to none in 2000. Two categories of incidents—"Shootings at Aircraft" and "Bombings/Attempted Bombings/Shootings on Civil Aviation Aircraft"—had the same number of incidents (one) for both years. All other incident categories showed a decline in the number of incidents from 2000 to 2001. The greatest decrease occurred in "Hijackings of Civil Aviation Aircraft," as the number dropped from 20 incidents in 2000 to seven in 2001. This is tempered by the fact that four of the incidents caused 2001 to be the deadliest year in the entire history of aviation in terms of lives lost due to terrorist attacks. Other decreases were noted in "Attacks at Airports" (13 to 10), "Commandeerings of Civil Aviation Aircraft" (four to one), and "Incidents Involving Charter and General Aviation Aircraft" (three to two). None of the totals in the individual incident categories for 2001 was the highest for that category during the five-year period.

The events of September 11 demonstrated yet again the continuing attraction of civil aviation as a terrorist target. Few terrorist-related aviation attacks had occurred prior to the September 11 attacks. In addition, the number of recent incidents in which civil aviation has been targeted is relatively low in comparison to some past years. Some observers may have been interpreted this as an indication that the threat to civil aviation was decreasing, but September 11 showed the fallacy of assessing the future threat in terms of statistical extrapolation.

Hijackings of Civil Aviation Aircraft

An incident is defined as a hijacking rather than a commandeering when the aircraft is in an in-flight status, that is, once the doors are closed. By this definition, a hijacking can occur on the ground. Hijackings are distinguished from other in-flight situations (such as those involving unruly passengers) by one or more of the following criteria: the act involves the claim or use of a weapon; it is committed by a terrorist group or someone acting on behalf of a terrorist group; there are deaths or injuries to passengers or crew; or there is premeditation (hoax device, fake weapon, previously prepared note, more than one hijacker, etc.). There is no distinction made between incidents in which a plane does not divert from its flight plan and those that do. Hijacking incidents involving general aviation or charter aircraft are recorded separately and are not included in this category.

Between 1997 and 2001, fifty-seven hijackings of civil aviation aircraft were recorded worldwide. The most hijackings in the five-year period (20) occurred in 2000. This number is nearly double the second-highest yearly number (11), recorded in 1998. Ten hijackings were recorded in 1997 and nine were recorded in 1999. The fewest hijackings in the five-year period (seven) were recorded in 2001.

Of the seven hijackings in 2001, four were recorded in the North American geographic area, and one each was recorded in the Asia/Pacific, Latin American/Caribbean, and Middle East/North African regions. The four hijackings in the United States were the first to occur here since February 1991. The greatest number of hijackings in the five-year period (18) occurred in Asia, and the fewest (three) were recorded in Central Eurasia. The most incidents during a single-year occurred in the Middle East/North Africa region (seven in 2000).

Six of the seven hijacking incidents in 2001 involved planes flying domestic routes, and 43 of the 57 hijackings between 1997 and 2001 occurred during domestic flights. In 2001, six of the seven hijacked planes diverted from their original flight plan. Two planes landed in a location different from the intended destination; three of the four planes in the United States were flown into buildings, and one plane crashed.

Of all geographic regions in the 1997-2001 period, the highest number of hijackings (18 incidents or 31.6%) were recorded in the Asia and the Pacific region, with China having the most incidents (eight). Europe had the second highest number of hijackings (12 incidents or 21.0%), with Turkey recording the highest number of incidents—four. The Middle East/North Africa region ranks third with 11 hijackings (19.3%), of which Iran recorded four incidents. Latin America and the Caribbean area recorded nine hijackings (15.8%); Colombia's three incidents are the most in this region. Four incidents (7.0%) were recorded in North America, all of them in the United States. The Central Eurasia geographic region recorded three hijackings (5.3%), all of them in Russia. No hijackings were recorded in sub-Saharan Africa during the five-year period.

Personal factors, such as seeking to escape social, political or economic conditions in one's homeland, are often motives for hijacking aircraft. Thirty-one of the 57 hijackings between 1997 and 2001 were committed for personal

reasons. Of the remaining incidents, 12 were politically motivated, eight were committed for reasons that are either unknown or unclear, and six were criminally motivated. In 2001, four politically-motivated hijackings occurred. These incidents were the four terrorist hijackings in the United States that were committed by individuals affiliated with Usama Bin Laden's al-Qaida terrorist organization.

In addition to the terrorist hijackings of September 11, 2001, two other noteworthy hijackings occurred during the five-year period. One was the December 1999 Indian Airlines hijacking. Armed hijackers seized the plane and held passengers and crew hostage for a week before releasing them. Much of the time was spent on the ground at Kandahar, Afghanistan, where the hijackers were watched but not hindered by Taliban soldiers. The hijackers demanded that the Indian Government release from prison a leader and members of a Kashmiri separatist group. The prisoners were released; the hijackers were allowed to depart and have never been caught. Less than two months later, in February 2000, hijackers seized an Ariana Afghan Airlines plane and took it to London, England. Stops were made en route in Uzbekistan and Russia. Eighty-nine of the 166 passengers and crew requested asylum in London, and the others returned to Afghanistan. Nine of those who requested asylum were eventually charged in connection with the hijacking, while most of the others' asylum requests were denied. The hijackers pleaded guilty to hijacking, false imprisonment of passengers and crew, and possessing firearms and grenades, and they were sentenced to prison. They said that they were members of the Young Intellectuals of Afghanistan and were fleeing the Taliban regime.

Commandeerings of Civil Aviation Aircraft

Commandeerings occur when the aircraft is on the ground and the doors are open. There is no distinction made between commandeered aircraft that remain on the ground and those that become airborne. The criteria for determining a commandeering as opposed to other on-board situations are the same as those concerning a hijacking. Incidents of commandeered general aviation or charter aircraft are not included in this category.

Thirteen civil aviation aircraft were commandeered between 1997 and 2001. Four incidents were recorded in each of the years 1998 and 2000, two incidents each were recorded in 1997 and 1999, and one incident was recorded in 2001. Of the 13 incidents, the plane remained on the ground in seven. Five incidents each were recorded in the Asia/Pacific and the sub-Saharan Africa regions; two incidents were recorded in North America and one in the Latin America and Caribbean region.

Four of the commandeerings occurred in the Democratic Republic of Congo: three in 1998 and one in 1999. At least two of the planes were seized by rebel fighters and used to ferry troops and supplies into the war zone. One plane was seized by government forces retreating from advancing rebels. One of the 13 commandeerings is considered to have been politically motivated. A militia group in the Solomon Islands seized an aircraft in September 2000 to protest the government's failure to keep promises that had been made.

Bombings/Attempted Bombings/Shootings on Civil Aviation Aircraft

Between 1997 and 2001, one bombing and two attempted bombings occurred on civil aviation aircraft—the bombing in 1997 and the attempted bombings in 2000 and 2001. The incident in which an explosive device detonated on an in-flight aircraft involved a Transporte Aéreo Mercosur (TAM) flight (Brazil, July 1997). The plane landed safely, but a passenger was killed. In this incident, a passenger, apparently intent on suicide, brought the device aboard the plane. The explosion tore a hole in the plane's fuselage, but only injured the bomber; an innocent passenger was killed and several others were injured. The first of the two attempted bombing incidents occurred on a plane that had arrived in Moscow, Russia, from Uzbekistan. The device, described as "homemade," was discovered in the plane's lavatory after the plane landed. The more recent attempted bombing involves the now-famous "shoe-bomber" incident. An individual aboard an American Airlines flight from France to the United States had explosive devices, which he tried to light, secreted in his shoes. His actions attracted the attention of a flight attendant, and he was prevented from carrying out his attack. The suspect is believed to have ties to international terrorist elements, including al-Qaida. This attempted bombing incident is considered politically motivated.

Shootings at In-Flight Aircraft

These incidents include acts in which in-flight aircraft (commercial and general/charter aviation) are fired upon either from the ground (surface-to-air missiles, antiaircraft artillery, small arms fire, etc.) or the air. This category does not include all incidents of this type, but only those judged to be of significance. This is determined by the target, the type of attack, or any resulting casualties. Attacks against law enforcement aircraft, such as drug eradication planes, are not counted. Similarly, attacks against military aircraft, even if carrying civilian passenger loads, or non-military aircraft serving a military function over an area where there is significant fighting, are not counted.

Nine incidents have been recorded during the past five years in which civil and general aviation aircraft have been fired upon. Seven of the planes crashed, killing at least 76 people. The exact number of fatalities is uncertain, because the number of deaths in two crashes is unknown. The highest number of known fatalities occurred in 1998 when three crashes killed at least 64 people (fatalities in a fourth crash are unknown). The four crashes in 1998 were also the most incidents for any single year in the five-year period. Three incidents were recorded in 1999, and one incident was recorded in both 2000 and 2001. None of these incidents are considered politically motivated.

Seven of the nine attacks between 1997 and 2001 occurred in sub-Saharan Africa (four in Angola). Antigovernment rebels are either credited with or believed responsible for the majority of these incidents. The planes crashed in six of the seven incidents, accounting for all but three of the known fatalities in the period. The other two attacks occurred in the Latin America/Caribbean and Middle East/North Africa geographic regions.

The year 1998 was by far the deadliest of the five-year period. Four aircraft were shot down, resulting in at least 64 of the 76 known fatalities recorded between 1997 and 2001. Three of the four incidents took place in sub-Saharan Africa. The most fatalities occurred in October 1998, when at least 40 people were killed after antigovernment rebels shot down a plane with a missile in the Democratic Republic of Congo. The rebels claimed the plane was bringing government troops and supplies into a war zone, but there were other claims that the plane was evacuating civilians. In addition, two planes shot down during fighting in Angola in December 1998 claimed the lives of at least 24 people. An unknown number of people were also killed when a helicopter was shot down by rebels in Colombia in October 1998. Another incident resulting in multiple fatalities took place in 1999, when a U.N. transport plane with eight or nine passengers was shot down in Angola. There were no reported survivors. Finally, a crew member on a Red Cross aircraft was killed when shots were fired at his plane over the Sudan in 2001.

Off-Airport Facility Attacks

Incidents in this category include attacks against civil aviation assets that are not located within the perimeter of an airport, such as air navigational aid equipment or airline ticket offices. These targets are attractive, because they are usually unguarded and/or easily accessible. Fifteen such attacks have been recorded in the past five years. The most incidents in one year (six) occurred in 1999; the fewest (none) in 2000. Five incidents were recorded 2001, three in 1997, and one in 1998.

These attacks include bombings (explosives or incendiary devices), attempted bombings, arsons, and various assaults. In all, there were ten bombings, three attempted bombings, and two "other" incidents (which were assaults). All but one of the 15 off-airport facility attacks targeted ticket offices. American Airlines and Alitalia were each attacked twice in the past five years. The sole attack against a target other than a ticket office involved the destruction of navigational aid equipment in Colombia in 1999. Ten of the 15 incidents between 1997 and 2001 took place in Europe; three incidents each were recorded in Greece and Switzerland. Three incidents were recorded in the Asia/Pacific region, and one incident occurred in each of the Latin America/Caribbean and the Asia/Pacific regions.

Eleven of the 15 incidents are considered politically motivated, and all but two occurred in Europe. Four of the five incidents in 2001 were politically motivated; three were recorded in both 1997 and 1999, and one politically-motivated incident was recorded in 1998.

Attacks at Airports

Thirty-two attacks have been recorded at airports throughout the world during the past five years. These attacks include 13 bombings; seven attempted bombings; and 12 incidents such as shootings, shellings (artillery or mortar attacks), arsons, and similar incidents. The most incidents in one year (13) were recorded in 2000. Ten incidents were recorded in 2001, six in 1997, and three in 1998. No incidents were recorded in 1999.

A majority of the airport attacks (13) occurred in the Asia/Pacific region. Seven incidents were recorded in sub-Saharan Africa, five in Europe, and four in the Latin America/Caribbean region. The Central Eurasia region recorded two incidents, and the Middle East/North Africa geographic area recorded one incident. Worldwide, Angola, Colombia, Spain, and the Philippines each recorded the most incidents (3) in any single country during the five-year period. Laos and India each recorded two incidents. Several airports were targeted twice in the five-year period.

Seven of the 32 airport attacks in the five-year period are considered politically-motivated incidents. The Basque Liberty and Fatherland (ETA) organization in Spain claimed three of these incidents. Five of the politically-motivated incidents occurred in 2001 (two incidents in Spain, and one incident each in India, Northern Ireland, and Sri Lanka). One politically-motivated incident occurred in each of the years 1997 and 1998.

Twenty people have been reported killed and approximately 40 injured in attacks at airports during the five-year period. Two attacks, which account for 17 of the total deaths and 25 of the total injuries, occurred in 2001. Eleven people, including the six attackers, were killed and eight others injured when Kashmiri separatists attacked the Srinagar Airport in India. Six deaths and 17 injuries occurred when the Liberation Tigers of Tamil Eelam attacked Colombo Airport in Sri Lanka.

Incidents Involving General Aviation/ Charter Aviation

During the past five years, nine incidents involving general or charter aviation aircraft have been recorded. Six of the incidents involved hijackings; one aircraft was stolen and another commandeered. In addition, a robbery occurred on one aircraft. Three incidents occurred in 2000, two each in 1999 and 2001, and one each in 1997 and 1998. The Asia/Pacific, Europe, Latin America/Caribbean, and North American regions each recorded two incidents during the five-year period. One incident was recorded in sub-Saharan Africa during this time. The Europe and North America regions each recorded three incidents. Two incidents were recorded in the United States, the most in any country.

Appendices

Appendix A

U.S.-Registered Air Carrier Hijacking Chronology, 1997-2001

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>Number of Hijackers</i>	<i>How Boarded</i>	<i>Weapon</i>	<i>Destination/ Objective</i>
1997	None						
1998	None						
1999	None						
2000	None						
2001	American Airlines 11	B-767	Boston, MA (BOS) to Los Angeles, CA (LAX)	5	Screened	Box cutters; possibly mace	Flown into North Tower, World Trade Center
	United Airlines 175	B-767	BOS to LAX	5	Screened	Box cutters	Flown into South Tower, World Trade Center
	American Airlines 11	B-757	Washington Dulles (IAD) to LAX	5	Screened	Box cutters and/or small knives	Flown into Pentagon
	United Airlines 93	B-757	Newark, NJ (EWR) to San Francisco, CA (SFO)	4	Screened	Box cutters	Crashed into a field, Somerset County, PA

Appendix B

Foreign-Registered Air Carrier Hijacking Chronology, 1997-2001

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
01-07-97	Austrian Airlines	MD-80	Berlin, Germany/Vienna, Austria	Return to Berlin/Asylum
01-20-97	All Nippon Airways	B-777	Osaka/Fukuoka, Japan	United States
02-10-97	China Northwest Airlines	Unknown	Chongqing/Zhuhai, China	Taiwan
03-10-97	Far East Transport Company	B-757	Koahsiung/Taipei, Taiwan	China/Asylum
06-02-97	Air China	B-747 or B-767	Beijing/Guangzhou, China	Taiwan
06-09-97	Air Malta	B-737	Valletta, Malta/Istanbul, Turkey	Asylum
12-10-97	Rossiya Airlines	IL-62	Magadan/Moscow, Russia	Switzerland; Asylum/money
12-19-97	Aero Condor	BE-200	Lima/Chimbote, Peru	Theft of Valuables
12-22-97	China Eastern Airlines	A-300	Shanghai/Xiamen, China	Taiwan
01-31-98	Atlantic Airlines	Unknown	Bluefields/Little Corn Island, Nicaragua	Colombia
02-24-98	Turkish Airlines	Avro RJ 100	Adana/Ankara, Turkey	Iran
03-30-98	Cyprus Turkish Airlines	B-727	Cyprus/Ankara, Turkey	Germany
05-24-98	Pakistan International Airlines	Fokker Friendship	Karachi/Turbat, Pakistan	Protest nuclear testing
06-23-98	Iberia	B-727	Seville, Spain/Amsterdam, The Netherlands	Israel; psychiatric patient
07-25-98	Aviones de Oriente	Beechcraft 1900	Caracas/Barinas State, Venezuela	Drug smuggling
09-14-98	Turkish Airlines	A-310	Ankara/Istanbul, Turkey	Protest ban on Islamic clothing
10-28-98	Air China	B-737	Beijing/Kunming, China	Pilot diverted to Taiwan

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
10-29-98	Turkish Airlines	B-737	Adana/Ankara Turkey	Protest war against Kurds
03-02-99	Air France	A-320	Marseille/Paris, France	Mentally Ill
04-12-99	Avianca	Fokker 50	Bucaramanga/Bogota, Colombia	Hostage taking and ransom payment
06-12-99	Xiamen Airlines	B-737	Shanghai/Xiamen, China	Taiwan
07-23-99	All Nippon Airways	B-747-400	Tokyo/Sapporo, Japan	To fly plane
07-30-99	Avior Express	Beechcraft 1900D	Caracas/Guasdalito, Venezuela	Hostages
08-25-99	Royal Air Maroc	B-737	Casablanca, Morocco/Tunis, Tunisia	Germany
10-19-99	EgyptAir	B-737-500	Istanbul, Turkey/Egypt	Germany
10-26-99	Iran Air	Unknown	Tehran/Orumiyah, Iran	France
11-23-99	Zhejiang Airlines	Unknown	Yiwu/Xiamen, China	Taiwan
12-24-99	Indian Airlines	A-300	Kathmandu, Nepal/New Delhi, India	Release prisoners from Indian jail
12-28-99	Lufthansa	Canadair Regional Jet	Prague, Czech Republic/Duesseldorf, Germany	United Kingdom
02-06-00	Ariana Afghan Airlines	B-727	Kabul/Mazar-I-Sharif, Afghanistan	United Kingdom
02-19-00	Aerotaca	Beechcraft 1900	Bucaramanga/Cucuta, Colombia	Prisoner Escape
02-29-00	China Southwest Airlines	B-737	Fuzhou/Chengdu, China	Taiwan
05-11-00	EgyptAir	Airbus A321	Cairo/Aswan, Egypt	Afghanistan
05-22-00	Missionary Aviation Fellowship	Unknown	Erave/Batiri, Papua New Guinea	Robbery
05-25-00	Philippine Airlines	Airbus A330	Davao/Manila, the Philippines	Robbery
07-05-00	Royal Jordanian	Airbus A 321	Amman, Jordan/Damascus, Syria	Afghanistan
07-17-00	British Airways	RJ 146	Zurich, Switzerland/London, England	Asylum

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
08-16-00	VASP	B 737-200	Foz de Iguacu/Curitiba, Brazil	Robbery
08-18-00	Azerbaijan Airlines	TU-154	Nakhichevan/Baku, Azerbaijan	Turkey
09-08-00	Aires S.A.	Unknown	Nieva/Florencia, Colombia	Prisoner Escape
09-14-00	Qatar Airways	Airbus A300	Doha, Qatar/Amman, Jordan	Saudi Arabia
09-24-00	Iran Air	Fokker 100	Tehran/Shiraz, Iran	France
09-27-00	Xinhua Airlines	B-737	Baotou/Beijing, China	Unknown
09-28-00	Royal Jordanian	Airbus A310	Sana'a, Yemen/Amman, Jordan	Asylum
10-13-00	Sabena	Airbus A330-200	Brussels, Belgium/Abidjan, Ivory Coast	Not to return to Africa
10-14-00	Saudi Arabian Airlines	B 777-200	Jeddah, Saudi Arabia/London, England	Syria
11-01-00	North Coast Aviation	Unknown	Wau/Port Moresby, Papua New Guinea	Robbery
11-11-00	Vnukovo Airlines	TU-154	Makhachkala/Moscow, Russia	Israel
11-13-00	Ariatour Airlines	YAK 40	Ahvaz/Bandar Abbas, Iran	United States
01-23-01	Yemenia Yemen Airways	B-727	Sanaa/al-Hudayadah, Yemen	Iraq
01-27-01	Gulf Air	Airbus A340	Bangkok, Thailand/Abu Dubai, UAE	Australia
11-14-01	Trans Guyana Airways	Cessna Caravan	Lethem/Georgetown, Guyana	Suspected theft of plane

Appendix C

Bombings of Aircraft Chronology, 1997-2001

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>Details</i>
07-09-97	Transporte Aero Mercosur	Fokker 100	Vitoria/Sao Paulo, Brazil	Bomb in cabin; in-flight explosion; plane landed safely; one passenger killed, six injured
1998	None			
1999	None			
2000	None			
2001	None			

Appendix D

Chronology of Significant Acts Against Civil Aviation In 2001 By Date

<i>Date</i>	<i>Incident</i>	<i>Location</i>
January 1	Bombing – Charles de Gaulle Airport	France
January 3	Bombing – El Al Office	Switzerland
January 16	Attack – Srinagar Airport	India
January 23	Hijacking – Yemenia Yemen Airways	Yemen to Djibouti
January 27	Hijacking – Gulf Air	Thailand to UAE
March 1	Bombing – Pasto Airport	Colombia
March 15	Charter Aviation Hijacking	Turkey to Saudi Arabia
March 27	Attack – Uiga Airport	Angola
April 28	Commandeering – American Airlines	Guatemala
May 9	Shooting at Red Cross Aircraft	Sudan
July 20	Bombing – Ariana Afghan Airlines Office	Afghanistan
July 24	Attack – Colombo Airport	Sri Lanka
July 24	Attack – British Airways Office	Macedonia
July 26	Attempted Bombing – Málaga Airport	Spain
July 31	Theft of General Aviation Aircraft	United States to Cuba
August 1	Attempted Bombing – Belfast Airport	Northern Ireland
August 8	Airport Takeover	Comoros Island
August 9	Bombing – Qatari Airways Office	Lebanon
August 27	Bombing – Madrid Airport	Spain
September 11	Hijacking – American Airlines, United Airlines (Four incidents)	United States
October 20	Attempted Bombing – Islamabad Airport	Pakistan
October 25	Attempted Bombing – Pakistan International Airlines Office	Pakistan

<i>Date</i>	<i>Incident</i>	<i>Location</i>
November 14	Hijacking – Trans Guyana Airways	Guyana to Brazil
December 22	Attempted Bombing of American Airlines Aircraft	France to United States

Appendix E

Chronology of Significant Acts Against Civil Aviation In 2001 By Category

<i>Date</i>	<i>Incident</i>	<i>Location</i>
Hijackings		
January 23	Yemenia Yemen Airways	Yemen to Djibouti
January 27	Gulf Air	Thailand to UAE
September 11	American Airlines, United Airlines (Four Incidents)	United States
November 14	Trans Guyana Airways	Guyana to Brazil
Commandeerings		
April 28	American Airlines	Guatemala
Bombings/Attempted Bombings/Shootings on Aircraft		
December 22	Attempted Bombing of American Airlines Aircraft	France to United States
Airport Attacks		
January 1	Bombing – Charles de Gaulle Airport	France
January 16	Attack – Srinagar Airport	India
March 1	Bombing – Pasto Airport	Colombia
March 27	Attack – Uiga Airport	Angola
July 24	Attack – Colombo Airport	Sri Lanka
July 26	Attempted Bombing – Málaga Airport	Spain
August 1	Attempted Bombing – Belfast Airport	Northern Ireland
August 8	Takeover	Comoros Island
August 27	Bombing – Madrid Airport	Spain
October 20	Attempted Bombing – Islamabad Airpor	Pakistan

<i>Date</i>	<i>Incident</i>	<i>Location</i>
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Shootings at Aircraft

May 9	Shooting at Red Cross Aircraft	Sudan
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General/Charter Aviation

March 15	Charter Aviation Hijacking	Turkey to Saudi Arabia
July 31	Theft of General Aviation Aircraft	United States to Cuba

Off Airport Attacks

January 3	Bombing – El Al Office	Switzerland
July 20	Bombing – Ariana Afghan Airlines Office	Afghanistan
July 24	Attack – British Airways Office	Former Yugoslav Republic of Macedonia
August 9	Bombing – Qatari Airways Office	Lebanon
October 25	Attempted Bombing – Pakistan International Airlines Office	Pakistan

Incidents Not Counted

January 1	Commandeering – Satena	Colombia
April 15	Suspected Arson on Plane	The Netherlands
April 26	Military Aircraft Hijacking	Ethiopia to Sudan
July 31	Hostages Taken to Airport	Russia
July 31	Robbery at Johannesburg Airport	South Africa
August 8	Unruly Passenger	United States
August 20	Airport Attack Prevented	India
September 1	Charter Aviation Hijacking	Italy
December 17	RPG Found at Prague Airport	Czech Republic

Appendix F

Total Incidents, 1997-2001

	2001	2000	1999	1998	1997
Civil Aviation					
Hijackings	7	20	11	9	10
Commandeerings	1	4	2	4	2
Bombing/Shootings/Attempted	1	1	0	0	1
Bombings on Aircraft					
General/Charter Aviation	2	3	2	1	1
Attacks at Airports	10	13	0	3	6
Off-Airport Facility Attacks	5	0	6	1	3
Shootings at Aircraft	1	1	3	4	0
Total	27	42	24	22	23
Incidents Not Counted	9	7	7	9	8

Incidents By Category

	2001	2000	1999	1998	1997	Total
Hijackings						
Asia	1	6	4	2	5	18
Central Eurasia	0	2	0	0	1	3
Europe	0	2	3	5	2	12
Latin America/Caribbean	1	3	2	2	1	9
Middle East/North Africa	1	7	2	0	1	11
Sub-Saharan Africa	4	0	0	0	0	4
Commandeerings						
Asia	0	3	1	0	1	5
Middle East/North Africa	1	0	0	0	0	1
North America	0	1	0	1	0	2
Sub-Saharan Africa	0	0	1	3	1	5
Bombings/Shootings/Attempted						
Bombings on Aircraft						
Central Eurasia	0	1	0	0	0	1
Europe	1		0	0	0	1
Latin America	0	0	0	0	1	1
General/Charter Aviation						
Asia	0	2	0	0	0	2
Europe	1	0	1	0	0	2
Latin America/Caribbean	0	1	0	1	0	2
North America	1	0	1	0	0	2
Sub-Saharan Africa	0	0	0	0	1	1

Incidents By Category - Continued

	2001	2000	1999	1998	1997	Total
Attacks at Airports						
Asia	3	8	0	1	1	13
Central Eurasia	0	1	0	0	1	2
Europe	4	0	0	0	1	5
Latin America/Caribbean	1	1	0	1	1	4
Middle East/North Africa	0	1	0	0	0	1
Sub-Saharan Africa	2	2	0	1	2	7
Off-Airport Facility Attacks						
Asia	2	0	1	0	0	3
Europe	2	0	4	1	3	10
Latin America	0	0	1	0	0	1
Middle East/North Africa	1	0	0	0	0	1
Shootings at Aircraft						
Latin America/Caribbean	0	0	0	1	0	1
Middle East/North Africa	1	0	0	0	0	1
Sub-Saharan Africa	0	1	3	3	0	7

Incidents By Region

	2001	2000	1999	1998	1997	Total
Asia						
Attacks at Airports	3	8	0	1	1	13
Commandeerings	0	3	1	0	1	5
General/Charter Aviation	0	2	0	0	0	2
Hijackings	1	6	4	2	5	18
Off-Airport Attacks	2	0	1	0	0	3
Central Eurasia						
Attacks at Airports	0	1	0	0	1	2
Bombings on Aircraft	0	1	0	0	0	1
Hijackings	0	2	0	0	1	3
Europe						
Attacks at Airports	4	0	0	0	1	5
Bombings on Aircraft	1	0	0	0	0	1
General/Charter Aviation	1	0	1	0	0	2
Hijackings	0	2	3	5	2	12
Off-Airport Attacks	2	0	4	1	3	10
Latin America and Caribbean						
Attacks at Airports	1	1	0	1	1	4
Bombings on Aircraft	0	0	0	0	1	1
Commandeerings	1	0	0	0	0	1
General/Charter Aviation	0	1	0	1	0	2
Hijackings	1	3	2	2	1	9
Off-Airport Attacks	0	0	1	0	0	1
Shootings at Aircraft	0	0	0	1	0	1

Incidents By Category - Continued

	2001	2000	1999	1998	1997	Total
Middle East/North Africa						
Attacks at Airports	0	1	0	0	0	1
Hijackings	1	7	2	0	1	11
Off-Airport Attacks	1	0	0	0	0	1
Shootings at Aircraft	1	0	0	0	0	1
North America						
Commandeerings	0	1	0	1	0	2
General/Charter Aviation	1	0	1	0	0	2
Hijackings	4	0	0	0	0	4
Sub-Saharan Africa						
Attacks at Airports	2	2	0	1	2	7
Commandeerings	2	0	1	3	1	5
General/Charter Aviation	2	0	0	0	1	1
Shootings at Aircraft	2	1	3	3	0	7
Asia	6	19	6	3	7	41
Central Eurasia	0	4	0	0	2	6
Europe	8	2	8	6	6	30
Latin America/Caribbean	3	5	3	5	3	19
Middle East/North Africa	3	8	2	0	1	14
North America	5	1	1	1	0	8
Sub-Saharan Africa	2	3	4	7	4	20
Total	27	42	24	22	23	138

Appendix G

Politically-Motivated Incidents Involving Civil Aviation, 1997-2001

<i>Date</i>	<i>Incident</i>	<i>Location</i>	<i>Remarks</i>
1997			
January 6	Grenade Attack – Madrid Airport	Spain	Claim – ETA
January 28	Bombing - Air France Office	France	Claim – Corsican National Liberation Front
April 4	Attempted Bombing – Alitalia Office	Greece	Claim – Fighting Guerrilla Formation
October 19	Bombing – Alitalia Office	Greece	Claim – Team of International Revolutionary Struggle
1998			
February 2	Attack – Narita Airport	Japan	Claim – Revolutionary Worker's Association
February 24	Hijacking – Turkish Airlines	Turkey	Individual; allegedly to protest oppression of Muslims
May 17	Bombing – Olympic Airways Office	Greece	Two claims – May 98 and Fighting Guerrillas of May
May 24	Hijacking – Pakistan International Airlines	Pakistan	Three individuals; to protest nuclear testing
September 14	Hijacking – Turkish Airlines	Turkey	Individual; to protest ban on Islamic clothing
October 29	Hijacking – Turkish Airlines	Turkey	Individual; to protest treatment of ethnic Kurds
1999			
February 20	Firebombing – Turkish Airlines Office	Italy	Demonstration; release of PKK leader

* This list includes incidents carried out by perpetrators having known or suspected political motivation. The following principles have been used to compile the list of incidents:

-- in cases in which the motivation has not been conclusively established, but political motivation is a possibility, the incident has been included;

-- acts by insurgent groups in open conflict with government forces are included only if they occur outside the theatre of conflict;

-- acts by individuals or groups carried out purely to improve personal circumstances (e.g., hijackers seeking political refuge in another country) are not included.

<i>Date</i>	<i>Incident</i>	<i>Location</i>	<i>Remarks</i>
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1999 (Continued)

March 27	Firebombing – American Airlines Office	Switzerland	Protest against NATO air strikes in the Balkans
April 12	Hijacking – Avianca	Colombia	Claim – National Liberation Army; to pressure the government
November 25	Firebombing – American Airlines Office	Switzerland	Protest; free prisoner on death row in the United States
December 24	Hijacking – Indian Airlines	Nepal	Release of a Kashmiri separatist group leader

2000

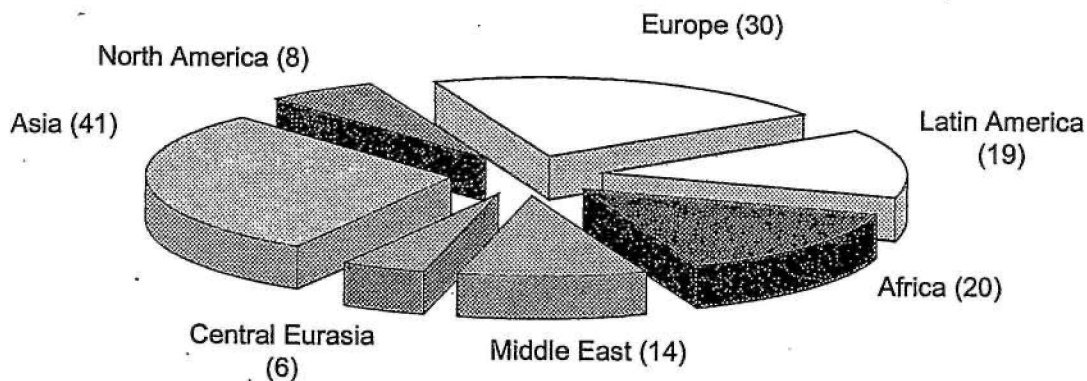
August 18	Hijacking – Azerbaijan Airlines	Azerbaijan	Postpone parliamentary elections
September 14	Hijacking – Qatar Airways	Qatar	Protest plight of Iraqi people
September 16	Commandeering	Solomon Islands	Isatabu Freedom Movement protest of failure of peace talks
October 14	Hijacking – Saudi Arabian Airlines	Saudi Arabia	Demand reforms in Saudi Arabia
November 17	Charter Aircraft Hijacking	Thailand	Drop political leaflets over Vietnam

2001

January 3	Bombing – El Al Office	Switzerland	Claimed by Revolutionary Perspective
January 16	Attack – Srinagar Airport	India	Claimed by Lashkar-e-Taiba
July 24	Attack – Colombo Airport	Sri Lanka	Conducted by Liberation Tigers of Tamil Eelam
July 24	Attack – British Airways Office	Macedonia	Protest perceived NATO bias
July 26	Attempted Bombing- Málaga Airport	Spain	Claimed by ETA
August 1	Attempted Bombing – Belfast Airport	Northern Ireland	Claimed by Real Irish Republican Army
August 9	Bombing – Qatari Airways Office	Lebanon	Claimed by Revolutionary Cells Organization – Arabian Gulf
August 27	Bombing – Madrid Airport	Spain	Claimed by ETA
September 11	Hijacking – American Airlines, United Airlines (four incidents)	United States	Suspected Usama Bin Laden and al-Qaida connection; Crashed into World Trade Center towers, Pentagon, and Pennsylvania
December 22	Attempted Bombing – American Airlines Aircraft	France to United States	Suspected al-Qaida connection

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Charts and Graphs

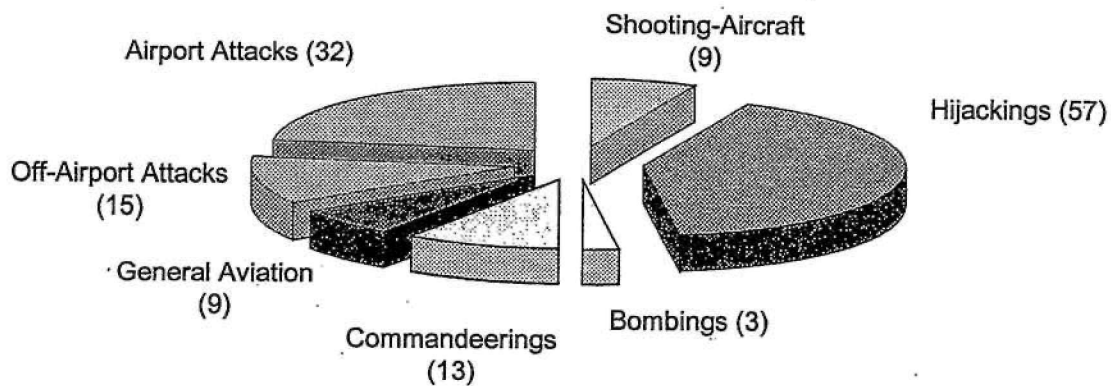


Incidents Against Aviation by Geographic Area

1997-2001

138 Incidents

(Latin America includes South America, Central America, and the Caribbean)



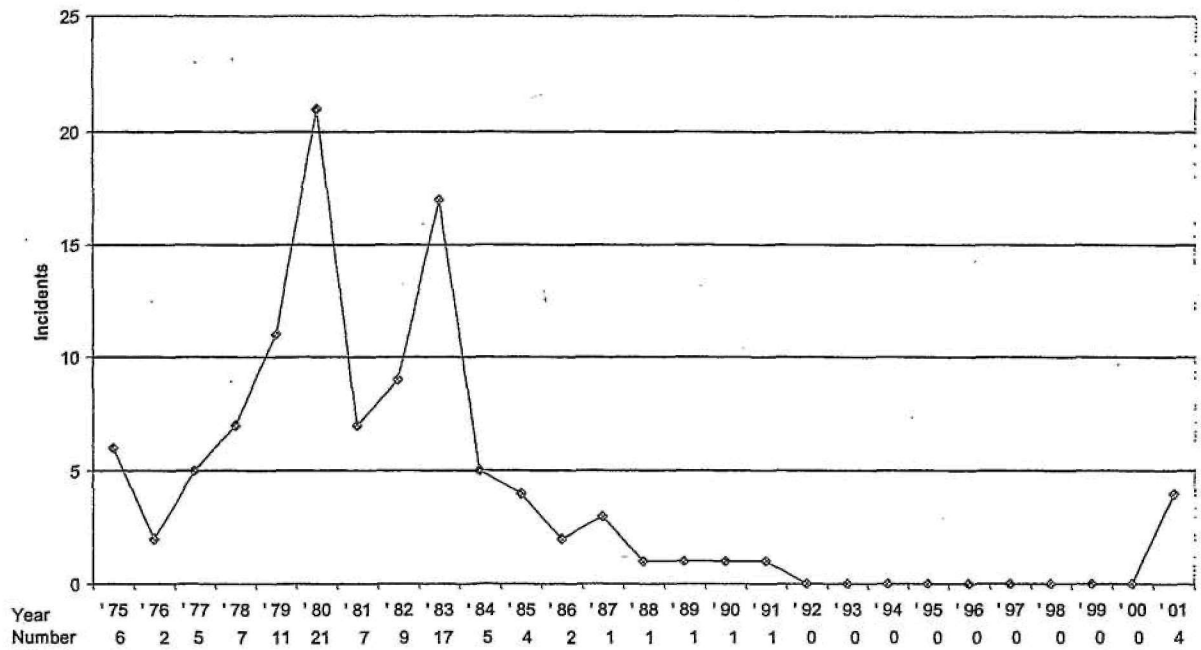
Incidents Against Aviation by Category,

1997-2001

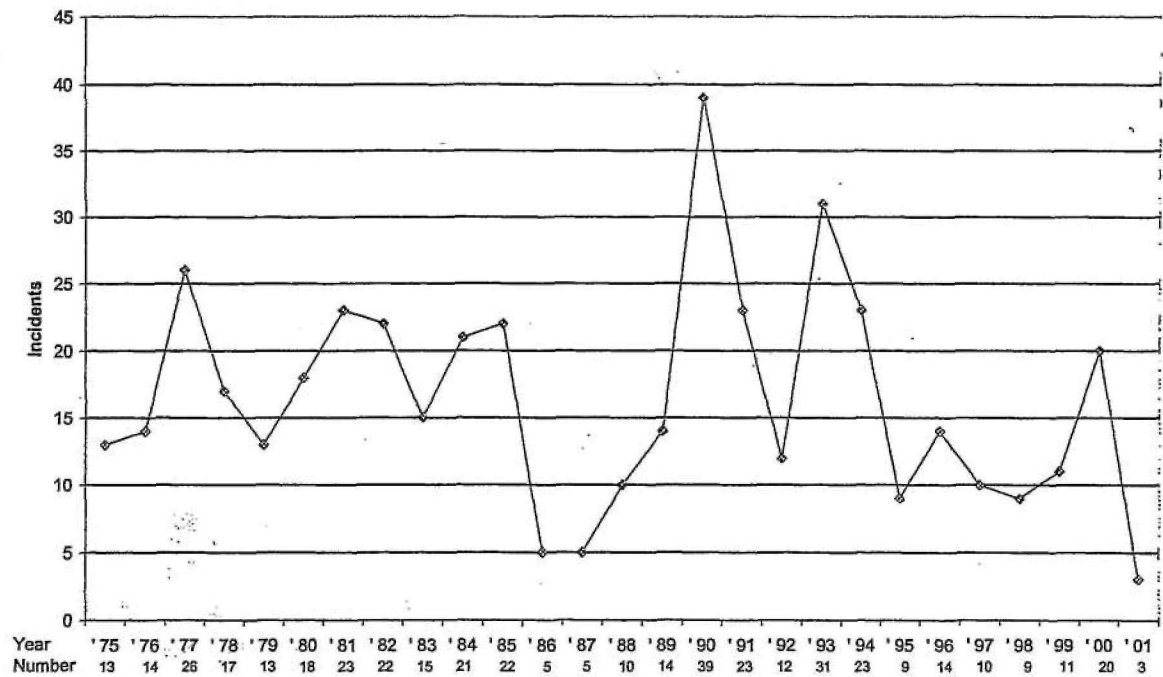
138 Incidents

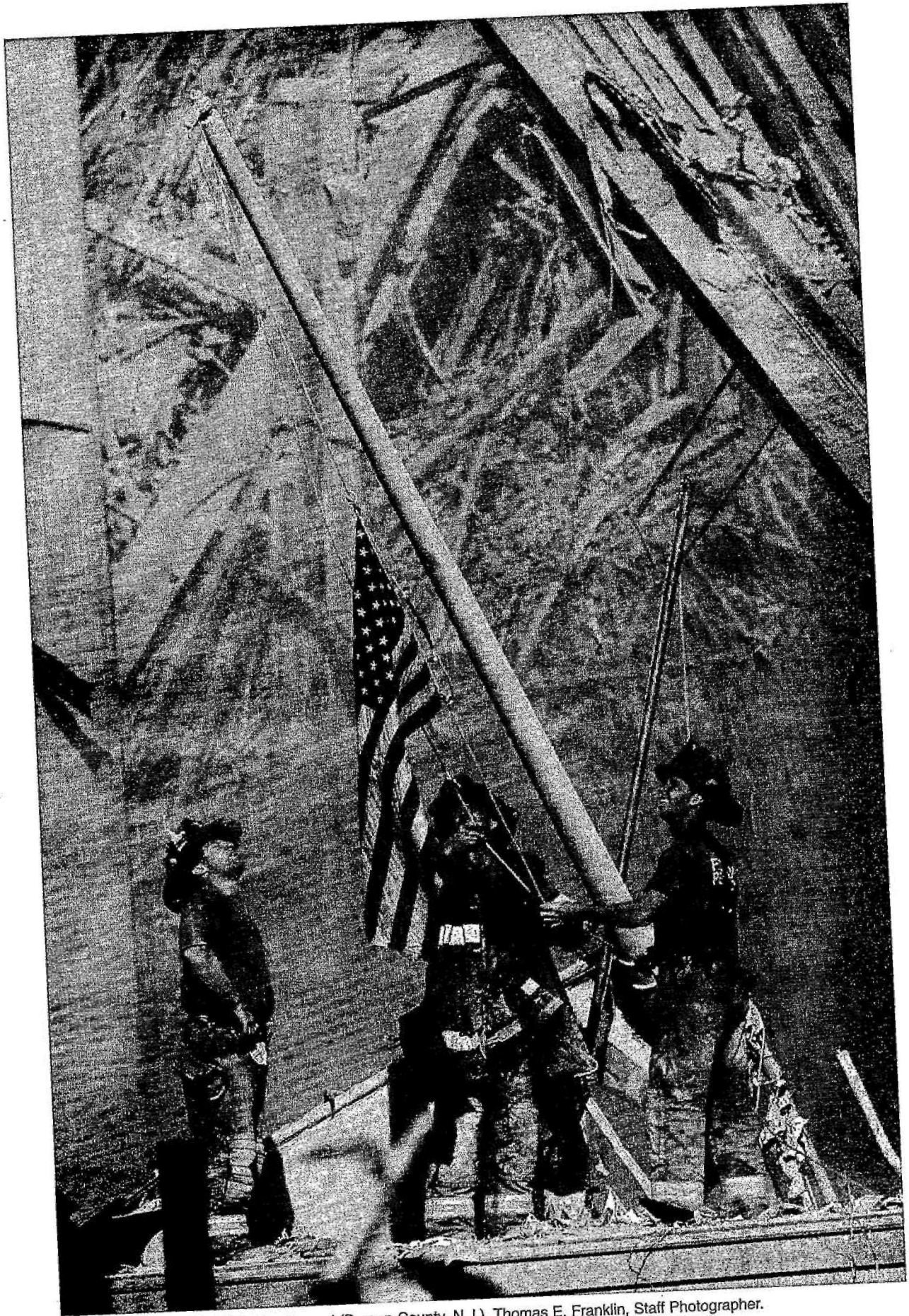
(Bombings category includes attempted bombings of and shootings on board aircraft.)

U.S.-Registered Air Carrier Hijackings 1975-2001



Foreign-Registered Air Carrier Hijackings 1975-2001





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